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N. Y. Central  
R. R. Co.

# SIXTEENTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

Lake Shore & Michigan Southern P. & G.

Railway Company

TO THE

STOCKHOLDERS

FISCAL YEAR ENDING DEC. 31, 1885.



CLEVELAND, O.  
SHORT & FORMAN, PRINTERS AND STATIONERS,  
1886.



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# ORGANIZATION

OF THE

# Lake Shore & Michigan Southern

## RAILWAY COMPANY.

**MAY 1, 1886.**

**ANNUAL MEETING FIRST WEDNESDAY IN MAY, AT CLEVELAND, O.**

### DIRECTORS. (13).

WILLIAM K. VANDERBILT .....	NEW YORK.
CORNELIUS VANDERBILT .....	NEW YORK.
FREDERICK W. VANDERBILT .....	NEW YORK.
SAMUEL F. BARGER .....	NEW YORK.
JOHN E. BURRILL .....	NEW YORK.
DARIUS O. MILLS .....	NEW YORK.
EDWIN D. WORCESTER .....	NEW YORK.
WILLIAM L. SCOTT .....	ERIE, PA.
CHARLES M. REED .....	ERIE, PA.
RASSELAS BROWN .....	WARREN, PA.
JOHN NEWELL .....	CLEVELAND, O.
JEPHTHA H. WADE .....	CLEVELAND, O.

One vacancy.

### OFFICERS.

		OFFICE.
CHAIRMAN OF THE BOARD .....	WILLIAM K. VANDERBILT .....	NEW YORK.
PRES'T AND GEN'L MANAGER .....	JOHN NEWELL .....	CLEVELAND.
VICE PRES'T, TREAS. AND SEC'Y .....	EDWIN D. WORCESTER .....	NEW YORK.
ASSISTANT TREAS. ....	DWIGHT W. PARDEE .....	NEW YORK.
LOCAL TREAS. AND ASS'T SEC'Y .....	NICHOLAS BARTLETT .....	CLEVELAND.
ASS'T GEN'L MANAGER .....	ADDISON HILLS .....	CLEVELAND.
AUDITOR .....	CYRUS P. LELAND .....	CLEVELAND.
GENERAL COUNSEL .....	ASHLEY POND .....	CLEVELAND.
ASS'T GEN'L COUNSEL .....	O. G. GETZEN-DANNER .....	CLEVELAND.
GENERAL SUPERINTENDENT .....	PHINEAS P. WRIGHT .....	CLEVELAND.
GENERAL FREIGHT AGENT .....	JOHN T. R. MCKAY .....	CLEVELAND.
ASS'T GEN'L FREIGHT AGENT .....	J. G. JAMES .....	CLEVELAND.
ASS'T GEN'L FREIGHT AGENT .....	M. S. CHASE .....	CHICAGO.
GENERAL PASSENGER AGENT .....	WILLIAM P. JOHNSON .....	CHICAGO.
GENERAL TICKET AGENT .....	E. CLARK LUCE .....	CLEVELAND.
CHIEF ENGINEER .....	LEVERETT H. CLARKE .....	CLEVELAND.
SUP'T MOTIVE POWER .....	GEORGE W. STEVENS .....	CLEVELAND.
MASTER CAR BUILDER .....	JOHN KIRBY .....	CLEVELAND.
PURCHASING AGENT .....	LEWIS C. HIGGINS .....	CLEVELAND.

*GENERAL OFFICES* .....

*NEW YORK OFFICE*, Room 47 Grand Central Depot.....

*NEW YORK OFFICE*, {

Transfers Stock.

Pays Dividends.

Pays coupon interest on bonds.

*UNION TRUST CO.* {

OF NEW YORK.

Registrar of stock.

Transfers registered bonds.

Pays interest on registered bonds.



# REPORT.

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The Board of Directors of the LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY submit to the Stockholders the following report for the year ending December 31, 1885.

## ROAD OPERATED.

Main Line—Buffalo, N. Y., to Chicago, Ill. ....	540.49 miles.
Five L. S. & M. S. Branches .....	324.38 “
Total Miles L. S. & M. S. R'y proper .....	864.87 miles.
Three proprietary roads, owned wholly by L. S. & M. S. R'y Co., but under other organizations .....	160.07 miles.
Five leased roads.....	315.41 “
Total miles road operated .....	1,340.35 miles.

With 266.24 miles second track and 549.23 miles side-tracks, making, in all, 2,155.82 miles of track, of which 1,595 miles—74 per cent.—are laid with steel, an increase of 74 miles in 1885.

## CONSTRUCTION AND EQUIPMENT.

These accounts aggregate \$84,000,000, the same as December 31st, 1884, all betterments having been charged to operating expenses, or income account.

## CAPITAL STOCK.

The Capital Stock of the Company is \$50,000,000, to-wit :

Guaranteed (10 per cent.) .....	5,335 Shares—\$100.....	\$ 533,500
Ordinary .....	494,665 Shares— 100.....	49,466,500
	500,000 Shares—\$100.....	\$50,000,000

Of the ordinary stock, the Company owns \$268,100, as stated in the balance sheet.

## FUNDED DEBT.

The funded debt was decreased in 1885 \$250,000, the regular contribution to the Sinking Fund of the First Consolidated Mortgage—one per cent. of \$25,000,000.

The total funded debt is now \$45,942,000. The usual detailed statement may be found on a subsequent page.

## EARNINGS.

	1885.	1884.
From Freight.....	\$9,031,417.47	\$9,358,816.46
From Passengers .....	3,639,375.06	4,133,729.17
From Mails.....	780,359.28	761,586.95
From Express.....	331,744.53	337,458.11
From all other sources.....	350,609.81	251,993.30
<b>TOTAL.....</b>	<b>\$14,133,506.15</b>	<b>\$14,843,583.99</b>
Operating expenses and taxes .....	9,287,537.13	9,133,521.65
Per cent. ....	65.71	61.53
<b>NET EARNINGS .....</b>	<b>\$4,845,969.02</b>	<b>\$5,710,062.34</b>
Decrease in gross earnings.....	\$ 710,077.84	4.78 per cent.
Increase in operating expenses .....	154,015.48	1.68 per cent.
Decrease in net earnings .....	864,093.32	15.13 per cent.

## DISPOSITION OF NET EARNINGS—1885.

Net earnings as shown above.....	\$ 4,845,969.02
Interest on funded debt .....	\$3,374,938.33
Rentals—six branch roads.....	439,167.92
Dividends—10 per cent. on guaranteed stock .....	53,350.00
	<b>3,867,456.25</b>
Surplus—equals \$1.98 per share of stock .....	<b>\$ 978,512.77</b>
Add premium on first consolidated mortgage bonds sold to meet Michigan Southern and Cleveland & Toledo bonds, which matured in 1885.....	<b>1,270,711.93</b>
	<b>\$2,249,224.70</b>
Contribution to Sinking Fund for 1885.....	<b>\$250,000.00</b>
Additional real estate—Chicago .....	191,971.29
Applied to reduction of pay-rolls, vouchers, &c., at end of 1884.....	1,807,253.41
	<b>\$2,249,224.70</b>

The financial results, also the freight and passenger statistics, condensed, for sixteen years, are grouped together on the next page.



## EARNINGS, EXPENSES, &amp;C.

1870-1885—SIXTEEN YEARS.

A

Year.	Miles.	Gross Earnings.	OPERATING EXPENSES.		Net Earnings.	Fixed Charges.	DIVIDENDS, per share of \$100.	
			Amount.	Per cent.			Earned.	Paid.
1870.....	1013	\$13,509,236	\$ 8,368,821	<b>61.95</b>	\$5,140,415	\$1,828,897	\$ 9 60	\$ 8 00
1871.....	1074	14,898,449	9,779,806	<b>65.64</b>	5,118,643	2,121,164	8 37	8 00
1872.....	1136	17,699,935	11,839,526	<b>66.90</b>	5,860,409	2,201,459	8 55	8 00
1873.....	1177	19,414,509	13,746,598	<b>70.90</b>	5,667,911	2,654,560	6 10	4 00
1874.....	1177	17,146,131	11,152,371	<b>65.04</b>	5,993,760	3,008,193	6 04	3 25
1875.....	1177	14,434,199	10,531,501	<b>72.96</b>	3,902,698	2,810,294	2 20	2 00
1876.....	1177	13,949,177	9,574,836	<b>68.64</b>	4,374,341	2,759,989	3 26	3 25
1877.....	1177	13,505,159	8,963,966	<b>66.37</b>	4,541,193	2,775,657	3 57	2 00
1878.....	1177	13,979,766	8,496,601	<b>60.70</b>	5,493,165	2,718,792	5 61	4 00
1879.....	1177	15,271,492	8,934,524	<b>58.50</b>	6,336,968	2,754,988	7 24	6 50
1880.....	1177	18,749,461	10,418,105	<b>55.56</b>	8,331,356	2,750,374	11 28	8 00
1881.....	1177	17,971,391	11,278,429	<b>62.76</b>	6,692,962	2,725,375	8 02	8 00
1882.....	1274	18,225,639	11,057,807	<b>60.67</b>	7,167,832	3,027,000	8 37	8 00
1883.....	1340	18,513,656	11,001,854	<b>59.43</b>	7,511,802	3,498,806	8 11	8 00
1884.....	1340	14,843,584	9,133,522	<b>61.53</b>	5,710,062	3,720,670	4 02	5 00
1885.....	1340	14,133,506	9,287,537	<b>65.71</b>	4,845,969	3,867,456	1 98	-----

B

## FREIGHT.

Year.	Tons.	Average Miles Hauled.	Tons One Mile.	Revenue.	Receipt per ton per mile.	Cost per ton per mile.	Profit per ton per mile.
1870.....	2,978,725	192.7	574,035,571	\$ 8,746,126	Cent.	Cent.	Cent.
1871.....	3,784,525	193.9	733,670,696	10,341,218	1.504	.932	.572
1872.....	4,443,092	208.2	924,844,140	12,824,362	1.391	.913	.478
1873.....	5,176,661	203.6	1,053,927,139	14,192,399	1.374	.920	.454
1874.....	5,221,267	191.4	999,342,081	11,913,350	1.335	.946	.389
1875.....	5,022,490	187.8	943,236,161	9,639,038	1.180	.767	.413
1876.....	5,635,167	201.2	1,133,834,828	9,405,629	1.010	.737	.273
1877.....	5,513,398	195.9	1,080,005,561	9,476,608	.817	.561	.256
1878.....	6,098,445	219.8	1,340,467,821	10,048,952	.864	.573	.291
1879.....	7,541,294	220.9	1,733,423,440	11,288,261	.734	.474	.260
1880.....	8,350,336	221.7	1,851,166,018	14,077,294	.642	.398	.244
1881.....	9,164,508	220.6	2,021,775,468	12,659,987	.750	.435	.315
1882.....	9,195,538	205.8	1,892,868,224	12,022,577	.617	.414	.203
1883.....	8,478,605	199.3	1,689,512,415	12,480,094	.628	.413	.215
1884.....	7,365,688	191.5	1,410,545,674	9,358,816	.728	.452	.276
1885.....	8,023,093	199.7	1,602,567,035	9,031,417	.652	.426	.226
					.553	.399	.154

C

## PASSENGERS.

Year.	Number passengers carried.	Average Distance	Passengers One Mile.	Revenue.	Receipt per passenger per mile.	Cost per passenger per mile.	Profit per passenger per mile.
1870.....	2,065,440	77	160,500,114	\$4,192,960	Cent.	Cent.	Cent.
1871.....	2,046,428	70	142,684,243	4,006,724	2.612	1.708	.904
1872.....	2,212,754	74	162,308,495	4,215,543	2.808	1.939	.869
1873.....	2,845,163	63	179,363,173	4,569,730	2.599	1.814	.785
1874.....	3,096,263	56	173,224,572	4,249,022	2.542	1.878	.664
1875.....	3,170,234	52	164,950,861	3,922,798	2.452	1.678	.774
1876.....	3,119,923	56	175,510,501	3,664,148	2.378	1.824	.554
1877.....	2,742,295	50	138,116,618	3,203,200	2.090	1.515	.575
1878.....	2,746,032	49	139,702,021	3,057,393	2.819	1.647	.672
1879.....	2,822,121	50	141,162,317	3,185,003	2.287	1.276	1.012
1880.....	3,313,485	53	176,148,767	3,185,003	2.223	1.174	1.049
1881.....	3,682,006	50½	207,953,215	4,134,788	2.135	1.086	1.049
1882.....	4,118,832	55	227,098,958	4,897,185	1.988	1.120	.868
1883.....	3,909,350	55	215,715,155	4,736,085	2.157	1.166	.991
1884.....	3,629,196	52½	190,503,852	4,133,729	2.196	1.278	.918
1885.....	3,470,274	51	176,830,308	3,639,375	2.170	1.254	.916
					2.058	1.250	.808

While the freight traffic shows an increase both in tons (8.93 per cent.) and in tonnage-mileage (13.61 per cent.) yet, by reason of the low average rate per ton per mile—cent. 0.553—which is 15.27 per cent. lower than the rate of 1884 (cent. 0.652) the earnings show a decrease of \$327,398.99—3½ per cent.

The earnings from passengers show a decrease of \$494,354.11—12 per cent. This is caused, to a considerable extent, by a diminished volume of business by reason of the general depression, and this road is not peculiar in that respect. The rate was not well maintained in 1885 being cents 2.058 per passenger per mile, which is 5.16 per cent. lower than the average rate of 1884 (2.170).

Earnings from all other sources show an increase of \$111,675.26.

### OPERATING EXPENSES.

Notwithstanding the decrease in earnings, the increase in tonnage necessarily made the mileage of trains greater than in 1884. This fact, alone, accounts for the increase of \$154,015.48 (1.68 per cent.) in operating expenses.

They were reduced to the lowest point practicable in 1884, and it was simply impossible to make a further reduction in 1885 for the same volume of business.

### CONCLUSION.

The causes which affected railroad traffic so adversely in 1884, continued to even a greater extent during a large part of 1885.

At the close of the year it may be said, however, that the extreme competition which had existed, was somewhat modified. This is an advantageous circumstance in entering upon the new year.

*W. K. VANDERBILT,*

CHAIRMAN.

*JOHN NEWELL,*

PRESIDENT.

CLEVELAND, O., May 5, 1886.



On the 8th day of December, 1885, died

**William H. Vanderbilt.**

MR. VANDERBILT'S connection with this Company, and with a large number of the leading railroads of the country, is known. At a joint meeting of the Boards of Directors of a number of these companies, the following minute was adopted to be entered upon the records of each :

The Directors of the New York Central & Hudson River ; the New York & Harlem ; the Lake Shore & Michigan Southern ; the Michigan Central ; the Canada Southern ; the Chicago & North Western ; the Chicago, St. Paul, Minneapolis & Omaha ; the New York, Chicago & St. Louis, and the Cleveland, Columbus, Cincinnati & Indianapolis Railroad Companies, assembled together upon the announcement of the death of William H. Vanderbilt, who for so many years has had a controlling voice in their management, direct that the following expression of their regard for the man and respect for his character and life, be entered at length as an enduring memorial upon the records of their respective Companies :

His sudden death, in the very midst of the activities whose influence reached over the continent, has startled the whole country, and in the hush of strife and passions the press and public give tender sympathy to the bereaved family, and pay just and deserving tribute to his memory. But to us who were his associates and friends, endeared to him by the strongest ties and years of intimacy, the event is an appalling calamity, full of sorrow and the profoundest sense of personal loss ; while officially we feel that his sagacity, his strong common sense, his thorough knowledge of the business, his willingness to lend of his vast resources in times of peril, and his counsel and assistance were of invaluable and incalculable service in conducting and sustaining these great enterprises.

He came into the possession of the largest estate ever devised to a single individual and has administered the great trust with modesty, without arrogance, and with generosity. He never used his riches as a means of oppression, or to destroy or injure the enterprises or business of others, but it constantly flowed into the enlargement of old and the construction and development of new works, semi-public in their character, which opened new avenues of local and national wealth, and gave opportunity and employment, directly and indirectly, to millions of people. In keeping together and strengthening during a period of unparal-

leed commercial depression and disintegration, the combination of railways known as the Vanderbilt System, which he inherited from his father, greatly extended, and transmitted to trained and worthy successors, he performed a work of the highest beneficence to the investors and producers of the whole country.

None of his accumulations were derived from his injustice to others, from conspiracies against associates, from crushing out the weak, but the humblest stockholder shared in equal proportion in whatever benefited the common property.

But it is not alone for his sense, judgment and justice in the vast business with which he was connected that he will be remembered. His many and unostentatious charities are known only to the beneficiaries, but the Vanderbilt University, the Egyptian Obelisk in the Central Park, and the Medical College in New York, will remain among the enduring monuments of his public spirit. When he had gathered in his galleries the largest and best collection of modern art in the world, it was his greatest gratification to invite the public to enjoy in equal measure with himself these priceless treasures.

To the employees of his railroads he was exacting in discipline and the performance of duty. He was merciless to negligence or bad habits, in a vocation where millions of lives were dependent upon alertness and fidelity. But within these limits he was a just and generous employer and superior officer. He knew how to reward faithfulness and remember good conduct, and always held the respect and allegiance of the vast bodies of men who called him chief. The successful administration of the railways under his management and the affairs of his life were largely due to his rare knowledge of men, and his ability to recognize the qualities needed in the control of great trusts.

With all the temptations which surround unlimited wealth his home-life was simple, and no happier domestic circle could anywhere be found. The loved companion with whom he began his active life in the first dawn of his manhood was his help, comfort and happiness through all his career, and his children have one and all honored their father and their mother, and taken the places which they worthily fill in their several spheres of activity and usefulness.

In performing this last and saddest of duties, we who were his associates, advisers and friends, remember not the millionaire, but the man. His frankness, his unaffected simplicity, his deference to the opinions of others, his consideration for the feelings of all, his tenderness in suffering and affliction, and whole hearted manliness were to us precious privileges in his life, and are loving recollections in his death.



## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY COMPANY.

EARNINGS.		Per cent.	1885.	1884.	Per cent.
From Freight.....	63.90		\$9,031,417 47	\$9,358,816 46	63.05
“ Passengers.....	25.75		3,639,375 06	4,133,729 17	27.85
“ Express.....	2.35		331,744 53	337,458 11	2.27
“ Mails.....	5.52		780,359 28	761,586 95	5.13
“ Rents.....	1.52		215,132 94	171,289 25	1.15
“ From all other sources.....	.96		135,476 87	80,704 05	.55
<b>TOTAL.....</b>	<b>100.</b>		<b>\$14,133,506 15</b>	<b>\$14,843,583 99</b>	<b>100.</b>
OPERATING EXPENSES.		Per cent. of Earnings.	1885.	1884.	Per cent. of Earnings.
Salaries, general officers and clerks.....	2.27		\$ 319,222 67	\$ 328,162 06	2.21
Law expenses.....	.28		39,985 38	41,569 93	.28
Stationery and printing.....	.41		58,644 01	59,665 97	.40
Outside agencies and advertising.....	1.51		212,721 46	254,049 77	1.71
Contingencies.....	.25		34,933 04	31,474 69	.21
Repairs bridges, (inc. culverts and cattle guards)	.76		107,305 08	109,420 23	.73
Repairs buildings and fixtures.....	.99		139,497 07	144,955 26	.97
Repairs fences, road crossings and signs.....	.57		80,788 78	60,340 56	.41
Rail renewals.....	.84		118,877 97	173,837 06	1.17
Tie renewals.....	2.47		349,701 53	293,071 48	1.97
Repairs roadway and track.....	5.79		818,607 09	750,628 40	5.06
Repairs locomotives.....	3.97		561,129 43	510,014 72	3.44
Fuel for locomotives.....	5.09		720,030 02	902,348 65	6.08
Water supply.....	.33		47,437 45	44,467 69	.30
Oil and waste.....	.39		55,802 81	75,028 68	.51
Locomotive service.....	6.45		912,140 88	845,906 88	5.70
Repairs passenger cars.....	1.29		181,753 75	202,127 60	1.36
Passenger train service.....	1.60		225,196 19	220,596 39	1.49
Passenger train supplies.....	.13		18,805 25	21,115 71	.14
Repairs freight cars.....	4.28		604,495 64	399,185 56	2.69
Freight train service.....	3.20		452,485 22	416,683 10	2.81
Freight train supplies.....	.06		8,059 91	3,578 08	.02
Telegraph expenses (maintaining and operating)	2.09		295,497 86	255,650 19	1.72
Damage and loss to freight and baggage.....	.13		18,590 63	33,569 48	.23
Damage to property, including cattle.....	.06		9,568 83	23,792 67	.16
Personal injuries.....	.08		10,604 10	39,898 44	.27
Agents and station service.....	13.11		1,852,300 82	1,887,660 21	12.72
Station supplies.....	.45		64,166 53	65,252 46	.44
Rents payable.....	.74		104,494 71	89,015 09	.60
Hire of cars.....	2.45		346,024 80	328,911 68	2.22
<b>TOTAL OPERATING EXPENSES.....</b>	<b>62.04</b>		<b>\$8,768,868 91</b>	<b>\$8,611,978 69</b>	<b>58.02</b>
<b>Taxes.....</b>	<b>3.67</b>		<b>518,668 22</b>	<b>521,542 96</b>	<b>3.51</b>
<b>TOTAL OPERATING EXPENSES AND TAXES..</b>	<b>65.71</b>		<b>\$9,287,537 13</b>	<b>\$9,133,521 65</b>	<b>61.53</b>
<b>NET EARNINGS.....</b>	<b>34.29</b>		<b>4,845,969 02</b>	<b>5,710,062 34</b>	<b>38.47</b>
	<b>100.</b>				<b>100.</b>

## INCOME ACCOUNT—1885.

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Balance to credit this account December 31st, 1884.....	\$4,547,256 53
Surplus earnings, 1885.....	978,512 77
Premium on first consolidated mortgage bonds sold.....	1,270,711 93
<b>TOTAL</b> .....	<b>\$6,796,481 23</b>
 Less amount charged this account for additional real estate at Chicago.....	 191,971 29
Credit balance, December 31st, 1885.....	\$6,604,509 94

# CONDENSED BALANCE SHEET—DECEMBER 31, 1885.

## ASSETS.

Lake Shore & Michigan Southern Railway and Branches.....	864.87 miles.....	\$66,700,000 00	
Equipment—535 Locomotives, 16,932 Cars.....		17,300,000 00	
		\$84,000,000 00	
Detroit, Monroe & Toledo Railroad.....	62.36 miles.....	1,381,600 00	
White Pigeon & Kalamazoo Railroad.....	36.57 “.....	610,000 00	
Northern Central Michigan Railroad.....	61.14 “.....	1,357,000 00	
Jamestown & Franklin Railroad, 51 miles—			
Advances to December 31, 1885.....		\$1,183,159 40	
First Mortgage Bonds (229,000).....		196,300 00	
Second Mortgage Bonds (482,000).....		449,100 00	
Stock (\$400,000).....		320,000 00	
			2,148,559 40
Chicago & Canada Southern Railway—			
First Mortgage Bonds.....	\$1,842,500 00 }		715,000 00
Stock.....	1,384,700 00 }		

## STOCKS.

Lake Shore & Michigan Southern Railway (2,681 shares).....		268,100 00	
Detroit, Monroe & Toledo Railroad (4,140 shares, entire issue except 1 share).....		414,110 00	
Cincinnati, Wabash & Michigan Railway (4,700 shares).....		437,000 00	
Pittsburgh & Lake Erie Railroad, (stock 18,510 shares and \$92,550 scrip).....		2,141,111 18	
Capital advanced to Co-operative Despatch Lines.....		32,229 05	
Merchants' Despatch Transportation Company.....		575,700 00	
Erie & Western Transportation Company.....		45,500 00	
New York, Chicago & St. Louis Railway.....	\$14,050,000 Preferred }		6,527,000 00
	\$12,480,000 Common }		
Cleveland, Lorain & Wheeling Railroad.....	\$717,000 Preferred }		717,000 00
	\$169,100 Common }		
Mahoning Coal R. R.....	\$137,650 Preferred }		250,735 00
	\$113,085 Common }		
Pittsburgh & Wheeling Coal Co.....		22,681 75	
Union Steel Co.....		3,189 34	
Pacific Hotel Company, Chicago—Bonds and Stock.....		440,712 50	
Cash.....		235,795 10	
Uncollected Earnings (collected since January 1st).....		1,588,590 18	
General Office property and other real estate.....		365,779 61	
Supplies—rails, fuel, etc.....		673,473 80	
Valley Railway, Cleveland—advances.....		277,987 86	

**\$105,228,854 77**



## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY COMPANY.

## LIABILITIES.

Capital Stock (\$533,500 ten per cent. guaranteed).....\$50,000,000 00

## Funded debt (detailed table elsewhere)

Lake Shore & Michigan Southern Railway.....	864.87 miles.....	45,942,000 00
Detroit, Monroe & Toledo Railroad.....	62.36 " ....	924,000 00
White Pigeon & Kalamazoo Railroad.....	36.57 " ....	600,000 00

December Pay Rolls, Vouchers, etc..... 1,131,669 83

## Dividend paid February 1st, 1886, viz.:

5 per cent. semi-annually on \$533,500, guaranteed stock..... 26,675 00

NOTE.—All fixed charges due January 1st, 1886, were provided for December 31st,  
and included in fixed charges of 1885.

Income, or Profit and Loss Account..... 6,604,509 94

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**\$105,228,854 77**

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## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY CO.

## EARNINGS AND EXPENSES IN DETAIL, 1883.

EARNINGS.	Per cent.	January.	February.	March.	April.	May.
From Freight.....	<b>63.90</b>	743,263 50	685,313 71	774,647 73	709,622 02	702,469 69
“ Passengers.....	<b>25.75</b>	229,894 04	199,811 79	271,972 02	282,093 57	282,356 16
“ Express.....	<b>2.35</b>	20,089 52	20,153 61	27,427 42	28,021 80	28,464 19
“ Mails.....	<b>5.52</b>	65,338 78	65,320 75	64,830 00	65,231 25	65,320 75
“ Rents.....	<b>1.52</b>	12,441 20	5,672 53	14,453 39	22,585 47	15,820 39
“ All other sources.....	<b>.96</b>	4,093 16	4,609 05	4,143 33	4,932 97	4,237 05
	<b>100.</b>	1,075,120 50	980,881 44	1,157,473 89	1,112,487 08	1,098,668 23
<b>EXPENSES.</b>						
Salaries, gen'l officers and clerks..	<b>3.44</b>	27,218 15	26,973 39	26,999 89	27,002 52	26,348 87
Law expenses.....	<b>.43</b>	1,997 28	2,195 05	6,611 92	2,100 46	2,043 43
Stationery and printing.....	<b>.63</b>	4,431 54	5,980 06	4,115 26	4,993 02	4,918 68
Outside agencies and advertising..	<b>2.29</b>	19,846 91	17,011 05	18,932 69	19,565 55	17,759 42
Contingencies.....	<b>.38</b>	3,679 02	1,245 71	1,638 87	1,476 83	2,837 45
Rep's bridges (including culverts and cattle guards).....	<b>1.15</b>	3,992 96	3,645 93	6,431 31	4,521 74	2,429 88
Repairs buildings and fixtures.....	<b>1.50</b>	6,930 54	6,136 25	10,886 99	10,989 79	15,783 94
Rep's fences, road cross'gs & signs.	<b>.87</b>	1,634 58	1,550 23	2,004 26	7,621 68	11,327 22
Rail renewals.....	<b>1.28</b>					
Tie renewals.....	<b>3.77</b>	41,387 18	43,831 69	45,098 73	46,697 87	39,283 80
Repairs roadway and track.....	<b>8.82</b>	59,556 31	43,804 42	49,007 68	44,882 29	72,769 67
Repairs locomotives.....	<b>6.04</b>	42,786 70	44,665 28	47,658 62	50,158 47	48,169 17
Fuel for locomotives.....	<b>7.75</b>	72,100 62	74,538 45	72,892 26	60,619 55	62,315 28
Water supply.....	<b>.51</b>	3,114 50	3,232 31	6,747 67	2,499 68	2,745 19
Oil and waste.....	<b>.60</b>	4,773 05	4,936 99	4,247 91	3,846 66	2,739 69
Locomotive service.....	<b>9.82</b>	81,524 90	84,113 39	82,605 97	70,636 82	71,575 90
Repairs passenger cars.....	<b>1.96</b>	12,822 56	13,414 72	13,444 03	13,030 96	10,960 96
Passenger train service.....	<b>2.42</b>	18,593 78	19,333 49	18,252 72	18,670 65	17,823 67
Passenger train supplies.....	<b>.20</b>	3,590 90	2,276 73	1,499 34	428 32	1,003 25
Repairs freight cars.....	<b>6.51</b>	48,451 57	48,495 14	48,474 16	50,387 58	48,036 52
Freight train service.....	<b>4.88</b>	42,454 53	45,890 38	43,084 41	33,354 05	34,426 02
Freight train supplies.....	<b>.09</b>	451 07	367 86	413 12	310 90	390 50
Telegraph exp.(maint'g&operat'g)	<b>3.18</b>	25,716 69	24,779 34	24,248 57	24,394 80	23,760 05
Damage & loss to freight & baggage	<b>.20</b>	1,230 29	3,084 67	237 99	1,653 66	1,020 45
Damage to property, incl. cattle..	<b>.10</b>	570 70	1,149 43	712 55	232 72	295 29
Personal injuries.....	<b>.11</b>	25 00	2,595 50	905 00	1,445 00	600 00
Agents and station service.....	<b>19.94</b>	151,032 45	160,588 52	159,581 04	164,625 25	160,366 38
Station supplies.....	<b>.69</b>	7,924 81	7,586 12	4,967 93	3,724 83	4,354 83
Rents payable.....	<b>1.13</b>	4,151 11	13,348 06	11,432 89	7,243 48	7,283 74
Hire of cars.....	<b>3.73</b>	35,392 21	31,625 28	30,506 89	24,162 18	32,844 31
Total operating expenses.....	<b>94.42</b>	727,381 91	738,395 44	743,700 67	701,277 31	726,213 56
Taxes.....	<b>5.58</b>	43,222 35	43,222 35	43,222 35	43,222 35	43,222 35
Total Operating Expenses & Taxes	<b>100.</b>	770,604 26	781,617 79	786,923 02	744,499 66	769,435 91
Net Earnings.....		304,516 24	199,263 65	370,550 87	367,987 42	329,232 32
<b>FIXED CHARGES.</b>						
		322,288 02	322,288 02	322,288 02	322,288 02	322,288 02
<b>SURPLUS</b>						
				48,262 85	45,699 40	6,944 30
<b>DEFICIENCY</b>						
		17,771 78	123,024 37			

## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY CO.

## EARNINGS AND EXPENSES IN DETAIL, 1885.

June.	July.	August.	September.	October.	November.	December.	TOTAL.
636,892 97	646,248 70	694,963 94	806,566 66	888,472 54	851,728 36	891,227 65	9,031,417 47
315,430 39	345,736 39	354,394 45	400,843 87	359,477 12	292,311 71	305,053 55	3,639,375 06
26,007 70	22,095 48	24,148 05	36,495 89	35,215 23	32,098 59	31,526 75	331,744 53
64,788 03	65,216 60	64,754 05	64,242 70	63,166 60	65,276 60	64,923 17	780,359 28
16,828 02	17,319 84	39,324 42	17,845 13	16,160 48	14,913 54	21,768 53	215,132 94
3,125 89	14,570 42	50,576 91	9,437 91	11,553 71	10,816 17	13,880 30	135,476 87
1,063,023 00	1,111,187 43	1,228,161 82	1,335,432 16	1,576,045 63	1,267,144 97	1,327,879 95	14,133,506 15
26,638 54	26,424 06	26,357 41	26,257 49	26,450 82	26,128 50	26,423 03	319,222 67
5,799 27	1,607 23	3,199 01	4,851 72	2,277 23	1,197 44	6,105 34	39,985 38
5,174 88	4,564 99	4,174 58	3,880 99	5,008 70	6,156 35	5,244 96	58,644 01
18,778 68	17,184 56	17,824 82	16,832 37	17,127 46	16,028 85	15,829 10	212,721 46
8,636 46	2,514 77	3,090 43	1,414 69	1,175 65	6,081 06	1,142 10	34,933 04
7,957 36	15,095 16	10,690 35	18,002 03	13,203 07	8 806 56	12,528 73	107,305 08
2,748 45	9,270 92	14,842 03	13,539 29	13,147 61	12,902 41	22,318 85	139,497 07
7,020 10	15,758 93	6,804 25	4,652 24	10,386 70	6,352 79	5,675 80	80,788 78
39,446 35	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00	18,877 97	118,877 97
82,731 08	17,614 58	37,932 17	5,387 30	480 25	1,396 15	31,145 46	349,701 53
41,743 96	84,669 65	79,470 88	85,306 58	84,338 96	78,041 24	53,968 33	818,607 09
60,903 18	41,784 85	39,399 99	44,239 50	46,039 57	67,792 39	46,690 93	561,129 43
4,845 93	63,101 45	41,969 10	45,859 10	47,972 35	44,332 15	73,426 53	720,030 02
4,513 35	3,151 65	3,356 99	6,833 80	2,196 37	3,900 70	4,812 66	47,437 45
70,033 14	3,890 81	3,716 21	4,057 42	5,715 28	8,261 97	5,103 47	55,802 81
20,155 32	73,221 00	71,567 89	75,175 35	77,126 75	73,423 25	81,136 52	912,140 88
18,488 89	27,309 59	10,571 62	16,648 30	15,595 57	15,458 39	12,341 73	181,753 75
659 28	18,653 03	19,768 85	18,940 80	19,272 90	18,869 30	18,528 11	225,196 19
53,229 27	704 08	839 61	1,497 24	1,946 72	928 02	3,431 76	18,805 25
33,159 03	50,200 61	52,275 23	47,833 54	45,149 37	55,616 26	56,346 39	604,495 64
95 15	33,518 86	32,104 50	37,946 33	38,253 58	36,507 89	41,785 64	452,485 22
24,820 04	392 45	249 94	3,098 86	1,535 53	503 08	251 45	8,059 91
2,512 57	25,226 35	25,541 89	23,177 89	24,639 18	24,457 53	24,735 53	295,497 86
643 88	1,488.80	1,405 61	929 50	2,321 52	930 87	1,774 70	18,590 63
1,100 00	567 34	211 00	968 83	1,065 16	1,242 02	1,909 91	9,568 83
119,068 39	1,100 00	402 50	402 50	231 10	500 00	2,800 00	10,604 10
2,529 55	149,051 66	150,610 53	169,853 43	156,525 36	152,497 55	158,470 26	1,852,300 82
3,927 75	2,765 62	3,037 11	4,493 05	9,927 42	3,146 88	9,708 38	64,166 53
24,453 26	8,129 98	13,054 85	7,974 34	10,655 08	3,737 84	13,555 64	104,494 71
691,813 11	80,018 65	20,627 90	35,464 29	30,408 38	24,931 29	25,590 16	346,024 80
43,222 35	747,881 58	714,724 75	745,518 77	730,173 64	720,128 73	781,659 44	8,768,868 91
785,035 46	43,222 35	43,222 35	43,222 35	43,222 35	43,222 35	43,222 37	518,668 22
327,987 54	791,103 93	757,947 10	788,741 12	773,395 99	763,351 08	824,881 81	9,287,537 13
322,288 02	320,083 50	470,214 72	546,691 04	602,649 69	503,793 89	502,998 14	4,845,969 02
322,288 02	322,288 02	322,288 02	322,288 02	322,288 02	322,288 02	322,288 03	3,867,456 25
5,699 52	-----	147,926 70	224,403 02	280,361 67	181,505 87	180,710 11	978,512 77
-----	2,204 52	-----	-----	-----	-----	-----	-----

# DETAILED STATEMENT

OF THE

## Funded Debt of the Lake Shore & Michigan Southern Railway Company

AFTER DEDUCTING \$3,750,000 BONDS IN THE SINKING FUND,

DECEMBER 31, 1883.

Date of Issue.	NAME AND CHARACTER.	Miles, included in Mortgage.	When Due.	Amount Outstanding.	Rate of Interest and When Payable.	Annual Interest.
July 1, 1870	Lake Shore & Mich. South.—Consolidated 1st Mortgage Sinking Fund.	864	July 1, 1900	\$15,041,000	7% Reg'd Jan., Apr., July and Oct. Coupon Jan. and July	\$1,052,370
April 1, 1869	Lake Shore Railway.—Dividend Bonds.	258	April 1, 1899	1,356,000	7 April and October.	94,920
Oct. 1, 1867	Cleveland, Painesville & Ashtabula—Third Mortgage.	95	Oct. 1, 1892	920,000	7 April and October.	64,400
April 1, 1866	Cleveland & Toledo—Second Mortgage.	162	April 1, 1886	848,000	7 April and October.	59,430
Sept. 1, 1866	Buffalo & State Line—Mortgage.	88	Sept. 1, 1886	300,000	7 March and September.	21,000
April 1, 1868	Buffalo & Erie—Mortgage.	88	April 1, 1898	2,784,000	7 April and October.	194,880
	Total amount outstanding of the 1st Gen'l Mortgage of \$25,000,000.			\$21,250,000		\$1,487,500
Dec. 1, 1873	Lake Shore & Mich. South.—Consolidated Second General Mortgage.	864	Dec. 1, 1903	24,692,000	7 June and December.	1,738,440
	TOTAL FUNDED DEBT—LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY PROPER.			\$45,942,000	All 7%.	\$3,215,940

DEBT OF PROPRIETARY ROADS [OWNED WHOLLY BY LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.]

Date of Issue.	NAME AND CHARACTER.	Miles included in Mortgage.	When Due.	Amount Outstanding.	Rate of Interest and When Payable.	Annual Interest.
Aug. 1, 1876	Detroit, Monroe & Toledo—First Mortgage [guaranteed by L.S. & M.S.]	62	Aug. 1, 1906	\$ 924,000	7 % February and August	\$ 64,680
Sept. 1, 1869	Kalamazoo & White Pigeon—First Mortgage	37	Jan. 1, 1890	400,000	7 January and July	28,000
Oct. 1, 1867	Schoolcraft & Three Rivers—First Mortgage	12	July 1, 1887	100,000	8 January and July	8,000
Oct. 1, 1867	Kalamazoo & Schoolcraft—First Mortgage	13	July 1, 1887	100,000	8 January and July	8,000
				\$1,524,000		\$108,680

DEBT OF LEASED ROADS [INTEREST PAID BY LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO. ON ACCOUNT OF RENTAL].

Date of Issue.	NAME AND CHARACTER.	Miles included in Mortgage.	When Due.	Amount Outstanding.	Rate of Interest and When Payable.	Annual Interest.
June 1, 1868	Kalamazoo, Allegan and Grand Rapids—First Mortgage	58	July 1, 1888	\$ 840,000	8 % January and July	\$ 67,200
July 1, 1863	Jamestown & Franklin—First Mortgage	51	Diff'rnt dates	298,000	7 January and July	20,860
June 1, 1869	Jamestown & Franklin—Second Mortgage	51	June 1, 1894	500,000	7 December and June	35,000
July 1, 1884	Mahoning Coal R. R.—First Mortgage	43	July 1, 1904	1,500,000	5 January and July	75,000
				\$3,138,000		\$198,060

# MILEAGE STATISTICS—SIXTEEN YEARS.

YEAR.	Miles Road Operated.	Earnings per Mile.	Expenses per Mile including Taxes.	Net Earnings per Mile.	Freight Train Mileage.	Average Freight Train Load. [Tons.]	Freight Train Earnings per Mile.	Freight Train Expenses per Mile.	Freight Train per Mile.	Passenger Train Mileage.	Average No. of Paying Passengers per Train.	Passenger Train Earnings per Mile.	Passenger Train Expenses per Mile.	Passenger Train Profit per Mile.
1870	1,013.0	\$13,336	\$8,261	\$5,075	4,306,110	137.3	\$2.03.11	\$1.25.82	\$0.77.29	2,320,477	69.2	\$1.97.28	\$1.82.21	\$0.75.07
1871	1,073.8	13,872	9,106	4,766	5,659,898	133.5	1.82.71	1.19.93	0.62.78	2,367,514	60.5	1.86.07	1.22.13	0.63.94
1872	1,136.5	16,682	11,177	5,505	7,121,795	134.0	1.80.08	1.20.47	0.59.61	2,640,344	61.5	1.78.69	1.19.54	0.59.15
1873	1,154.0	16,824	11,928	4,896	8,026,320	136.0	1.76.82	1.25.36	0.51.46	2,952,823	60.8	1.72.43	1.22.25	0.50.18
1874	1,177.6	14,592	9,491	5,101	6,490,510	159.4	1.83.62	1.19.42	0.64.20	2,520,574	68.7	2.02.21	1.31.51	0.70.70
1875	1,177.6	12,284	8,963	3,321	5,798,617	168.0	1.66.23	1.21.28	0.44.95	2,743,617	60.1	1.70.12	1.24.11	0.46.01
1876	1,177.6	11,851	8,135	3,716	6,324,738	185.0	1.48.71	1.02.06	0.46.65	2,610,545	67.2	1.69.64	1.16.44	0.53.20
1877	1,177.6	11,484	7,622	3,862	5,671,685	196.2	1.66.99	1.10.83	0.56.16	2,363,504	58.4	1.65.34	1.09.73	0.55.61
1878	1,177.6	11,877	7,210	4,667	6,470,848	213.1	1.55.21	1.01.50	0.53.71	2,296,194	58.2	1.71.19	0.85.00	0.86.19
1879	1,177.6	12,675	7,591	5,384	7,506,016	237.1	1.50.39	0.31.09	0.59.30	2,294,304	63.2	1.72.63	0.91.00	0.81.63
1880	1,177.6	15,922	8,846	7,076	7,481,489	252.4	1.88.16	1.07.67	0.80.49	2,549,081	69.1	1.78.18	0.92.29	0.85.89
1881	1,177.6	15,261	9,577	5,684	7,704,640	271.1	1.64.31	1.08.74	0.55.57	2,910,400	72.9	1.77.34	0.99.66	0.77.68
1882	1,274.0	14,306	8,679	5,627	7,269,723	269.3	1.65.38	1.07.43	0.57.95	3,237,427	72.2	1.85.59	1.00.32	0.85.27
1883	1,339.9	13,817	8,211	5,606	7,176,597	245.4	1.73.90	1.06.35	0.67.55	3,403,221	63.4	1.70.00	0.99.05	0.70.95
1884	1,340.3	11,075	6,815	4,260	5,828,746	252.7	1.60.56	1.04.83	0.55.73	3,459,742	55.1	1.51.25	0.87.38	0.63.87
1885	1,340.3	10,545	6,929	3,616	6,316,179	253.7	1.42.99	1.01.05	0.41.94	3,481,846	50.8	1.37.79	0.83.43	0.54.36

## CHIEF ENGINEER'S DEPARTMENT.

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1885.

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## REPAIRS AND RENEWALS.

[Included in Operating Expenses.]

New Steel Rail laid.....	7,086 tons.....	69.37 miles.
Cut Iron Rail laid.....	1,708 tons.....	18.11 miles.
Total.....	8,794 tons.....	87.48 miles.
Cross-ties renewed, 635,843, equal to.....		227.09 miles.
Fence built [board].....		42.13 miles.
“ “ [wire].....		100.92 miles.
Track ballasted with Gravel, Cinders and Stone.....		168.67 miles.

## CHIEF ENGINEER'S TABLE OF ROAD OPERATED

—BY THE—

Lake Shore &amp; Michigan Southern Railway Company.

JANUARY 1, 1886.

## MAIN LINE.

	MILES.
Buffalo to Erie.....	88.00
Erie to Cleveland.....	95.50
Cleveland to west end Toledo Bridge, via Norwalk.....	111.77
West end Toledo Bridge to Toledo.....	1.10
Toledo to Chicago, via Adrian.....	244.12
	540.49

## BRANCHES OF THE L. S. &amp; M. S. RAILWAY.

Elyria Junction to Millbury Junction, via Sandusky.....	72.95
Sandusky Pier, from Junction to Old Depot.....	3.72
Air Line Junction to Elkhart.....	130.83
Lenawee Junction to Jackson.....	41.98
Lenawee Junction to Monroe.....	29.37
Palmyra to Adrian.....	5.72
Ashtabula to Ashtabula Harbor.....	2.33
Ashtabula to Jamestown.....	35.98
Junction with D. A. V. & Pitts. R. R. at Dunkirk.....	1.50
	324.38

## PROPRIETARY ROADS [OWNED WHOLLY BY THIS COMPANY.]

Detroit, Monroe & Toledo Railroad—	
Air Line Junction to Detroit.....	62.36
Kalamazoo & White Pigeon Railroad—	
White Pigeon to Kalamazoo.....	36.57
Northern Central Michigan Railroad—	
Jonesville to North Lansing.....	61.14
	160.07

## ROADS OPERATED UNDER LEASE.

Kalamazoo, Allegan & Grand Rapids Railroad,	
Kalamazoo to Grand Rapids.....	58.42
Jamestown & Franklin Railroad,	
Jamestown to Oil City.....	50.91
Mahoning Coal Railroad,	
Andover to Youngstown.....	38.31 miles.
Branch to No. 9 Coal Bank.....	2.85 miles.
Coalburg to New York, O.....	0.99 miles.
Branch to Keel Ridge Coal Bank.....	0.73 miles.
Branch to Garfield Coal Bank.....	0.17 miles.
	43.05
Detroit, Hillsdale & South Western.....	65.20
Fort Wayne & Jackson.....	97.83
	315.41

LENGTH OF ROAD OPERATED.....1,340.35

## SECOND TRACK.

Between Buffalo and Erie.....	88.00
Between Erie and Cleveland.....	95.50
Between Cleveland and west end Toledo Bridge.....	49.90
West end Toledo Bridge to Toledo.....	1.10
Toledo to Air Line Junction.....	2.59
Between Elkhart and Chicago.....	29.15
	266.24

## SIDE TRACKS.

Buffalo Division.....	54.73
Erie Division.....	88.85
Toledo Division.....	103.79
Franklin Division.....	32.95
Youngstown Division.....	9.48
Michigan Southern Division.....	259.43
	549.23

TOTAL MILES OF SINGLE TRACK.....	{ Steel ..... 1,595.36	
	{ Iron ..... 560.46	2,155.82



## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY CO.

## TABLE OF TRACKS,

JANUARY 1, 1886.

Showing the length of same in each State through which the Line passes.

TRACKS.	STATE.						TOTAL.
	N. Y.	Penn.	Ohio.	Ind'na	Mich.	Illn's.	
Single Track—	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Main Line.....	69.50	44.06	195.01	101.95	115.95	14.02	540.49
Branches.....	1.50	56.17	225.43	119.15	397.61	.....	799.86
LENGTH OF ROAD OPERATED.....	71.00	100.23	420.44	221.10	513.56	14.02	1,340.35
Second Track.....	69.50	44.06	123.53	21.90	.....	7.25	266.24
Sidings.....	42.05	46.46	254.31	76.07	84.62	45.72	549.23
TOTAL MILES OF SINGLE TRACK.....	182.55	190.75	798.28	319.07	598.18	66.99	2,155.82

## RECAPITULATION.

STATE.	MILES OPERATED.				MILES OF SINGLE TRACK.			
	Main Line.	Br'nches	Total.	Per Cent	Second Track.	Sidings.	Total.	PerCent
New York.....	69.50	1.50	71.00	5.30	69.50	42.05	182.55	8.47
Pennsylvania.....	44.06	56.17	100.23	7.48	44.06	46.46	190.75	8.85
Ohio.....	195.01	225.43	420.44	31.37	123.53	254.31	798.28	37.08
Indiana.....	101.95	119.15	221.10	16.50	21.90	76.07	319.07	14.80
Michigan.....	115.95	397.61	513.56	38.31	.....	84.62	598.18	27.75
Illinois.....	14.02	.....	14.02	1.04	7.25	45.72	66.99	3.10
TOTAL.....	540.49	799.86	1,340.35	100.	266.24	549.23	2,155.82	100.

## RECAPITULATION OF GRAND DIVISIONS—[EAST AND WEST OF TOLEDO].

DIVISIONS.	Main Line.	Branches.	Second Track.	Sidings.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.
Lake Shore.....	295.27	210.44	233.40	289.80	1,028.91
Michigan Southern.....	245.22	589.42	32.84	259.43	1,126.91
TOTAL.....	540.49	799.86	266.24	549.23	2,155.82

## CAR DEPARTMENT.

1885.

New wheels put under cars in 1885, 11,814; new axles, 1,010.

38 new cars built, and the entire car equipment maintained at a cost of \$181,753.75 for passenger equipment, and \$604,495.64 for freight equipment.

### *CARS OWNED BY THE LAKE SHORE & MICHIGAN SOUTHERN R'Y CO.*

#### PASSENGER EQUIPMENT.

Dining cars.....	2
First class passenger cars.....	134
Second class and smoking cars.....	28
Smoker and baggage cars.....	12
Emigrant cars.....	20
Railroad postal cars.....	32
Baggage cars.....	60
Baggage and mail.....	13
Paymasters' cars.....	2
Total.....	303

All equipped with Westinghouse air brake and Miller platform.

#### FREIGHT EQUIPMENT.

Box cars.....	10,111
Stock cars.....	1,288
Oil cars.....	265
Platform cars.....	1,842
Coal cars.....	2,692
Caboose cars.....	268
Derrick cars.....	10
Dumper cars.....	147
Tool cars.....	6
Total.....	16,629
TOTAL CARS—all classes.....	16,932

# LOCOMOTIVE DEPARTMENT.

1885.

Number of locomotives..... 535

## Miles run by locomotives—

Passenger service.....	3,708,830
Freight service.....	7,030,144
Working train service.....	339,939
Switching.....	3,606,278
Total.....	14,685,191

Average number miles run per locomotive..... 27,450

## Cost per mile run—

Repairs.....	Cents	3.82
Service.....	"	6.21
Fuel.....	"	4.90
Lubricants, etc. ....	"	.21

TOTAL CENTS..... 15.14

Miles run per ton of coal..... 32.74

## FUEL CONSUMED.

448,500 tons coal.....	average \$1.51	\$677,439.22
15,211 cords wood .....	" 2.80	42,590.80

\$720,030.02

Being 4 9-10 cents per engine mile.

# GENERAL SUMMARY OF FREIGHT BUSINESS,

FOR THE YEAR ENDING DECEMBER 31, 1885.

TONS MOVED.				
	1885.	1884.	INCREASE.	Per cent.
East bound freight.....	4,341,610	4,006,220	335,390	8.37
West bound freight.....	3,681,483	3,359,468	322,015	9.59
TOTAL.....	8,023,093	7,365,688	657,405	8.93

Average haul for each ton carried this year: East-bound 219.8 miles; West-bound 176.1 miles; all freight 199.7 miles. Last year: East-bound 207.7 miles; West-bound 172.2 miles; all freight 191.5 miles.

TONNAGE MILEAGE.				
	1885.	1884.	INCREASE.	Per cent.
East-bound freight, tons carried one mile..	954,301,180	832,004,913	122,296,267	14.70
West-bound freight " " " ..	648,265,855	578,540,761	69,725,094	12.05
TOTAL.....	1,602,567,035	1,410,545,674	192,021,361	13.61

RATES.				
	1885.	1884.	DECREASE.	Per cent.
East-bound freight, per ton per mile.....	Cent 0.5284	Cent 0.6232	Cent 0.0948	15.21
West-bound freight " " " ..	" 0.5887	" 0.6945	" 0.1058	15.23
BOTH WAYS.....	" 0.5528	" 0.6524	" 0.0996	15.27

EARNINGS.				
	1885.	1884.	DECREASE.	Per cent.
East-bound freight.....	\$5,042,750.70	\$5,184,769.51	\$142,018.81	2.74
West-bound freight.....	3,816,270.27	4,017,940.44	201,670.17	5.02
Switching, Storage, Elevating, &c.....	172,396.50	156,106.51	-----	-----
TOTAL.....	\$9,031,417.47	\$9,358,816.46	\$327,398.99	3.50

Proportions of freight movements this year—East-bound 59.5 per cent.; West-bound 40.5 per cent. As compared with the year 1884, the loss from reduced rates is about \$1,405,200; the gain from increase of tonnage \$1,077,800.

## COMPARATIVE STATEMENT,

SHOWING

TONNAGE AND PERCENTAGE OF ARTICLES CARRIED IN 1885,

COMPARED WITH 1884.

ARTICLES.	1885.		1884.		Increase and De crease this Year.
	Per Ct.	Tons.	Per Ct.	Tons.	PER CENT.
Coal and Coke.....	22.71	1,822,245	21.30	1,568,743	Increase 16.16
Stone, Sand and Lime.....	4.05	324,548	4.56	335,768	Decrease 3.34
Petroleum.....	4.69	376,611	5.12	377,448	Decrease 0.22
Pig, Bloom and Railroad Iron.....	2.12	170,420	1.84	135,653	Increase 25.63
Other Iron and Castings.....	4.35	348,822	4.39	323,502	Increase 7.83
Lumber and other Forest Products.....	8.63	692,205	9.15	673,774	Increase 2.74
Animals.....	5.43	435,324	6.01	442,398	Decrease 1.60
Grain.....	14.24	1,142,422	13.66	1,005,852	Increase 13.58
Agricultural Products, except Grain.....	4.15	332,793	3.04	224,016	Increase 48.56
Flour.....	4.22	338,816	5.25	386,712	Decrease 12.39
Provisions.....	2.79	223,819	2.48	182,970	Increase 22.33
Manufactures.....	3.26	261,801	4.12	308,720	Decrease 13.80
Merchandise and other articles.....	19.36	1,553,267	19.08	1,405,132	Increase 10.54
TOTAL.....	100.	8,023,093	100.	7,365,688	Increase 8.93

## FREIGHT NOT EARNING REVENUE—(Being for use of the Company.)

	1885.	1884.
Tons moved in freight trains one mile.....	79,016,627	62,217,600
Cost per ton per mile.....Cents	0.399	Cents 0.426
Amount of cost of this transportation.....	\$315,276	\$265,047

# TONNAGE OF ARTICLES CARRIED—SIXTEEN YEARS.

1870 TO 1885—INCLUSIVE.

Year.	Coal and Coke.		Stone, Sand and Lime.		Petroleum.		Pig, Bloom & R. R. Iron.		Other Iron and Castings.		Lumber and other Forest Products.		Animals.		Grain.		Agricultural products except Grain.		Flour.		Provisions.		Manufactures.		Merchandise and other Articles.		TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1870	215,997	95,521	280,959	76,012	66,778	331,581	276,531	451,431	149,031	252,163	132,645	199,547	467,529	2,978,725													
1871	241,994	118,586	380,203	66,465	92,530	363,068	319,721	753,197	219,040	256,146	204,834	205,465	560,176*	3,784,525													
1872	331,819	142,296	368,113	91,475	90,803	458,839	421,644	931,992	167,496	231,460	233,915	194,797	778,423	4,413,092													
1873	518,643	164,949	635,040	68,121	99,413	530,683	480,623	816,267	232,637	272,677	279,044	192,091	886,425	5,176,661													
1874	662,329	171,102	488,865	62,233	104,594	572,869	438,409	957,721	185,787	299,763	237,067	167,142	873,366	5,221,267													
1875	694,658	150,613	530,796	83,440	119,314	511,651	410,851	870,335	181,183	264,585	255,544	190,894	755,626	5,022,490													
1876	827,252	141,928	589,022	82,720	100,949	469,097	486,734	1,055,589	205,445	308,007	270,274	198,804	899,346	5,635,167													
1877	754,859	128,025	755,952	72,946	118,599	490,022	410,165	1,030,211	172,466	280,381	210,260	192,110	917,402	5,513,398													
1878	717,423	111,373	569,964	110,805	116,718	468,475	544,009	1,384,868	229,032	314,969	345,738	261,727	923,344	6,098,445													
1879	1,033,825	144,460	470,449	198,073	184,493	633,721	616,812	1,841,120	277,895	335,898	286,983	299,357	1,198,298	7,541,294													
1880	1,290,647	203,060	327,953	369,316	267,331	801,658	637,795	1,727,645	308,039	367,718	314,468	314,587	1,420,119	8,350,336													
1881	1,675,716	315,006	307,672	434,019	398,470	1,015,199	567,555	1,509,444	375,654	347,865	242,430	413,924	1,596,154	9,164,508													
1882	1,800,896	363,155	399,082	353,215	403,817	1,031,185	511,748	1,203,979	326,088	323,252	220,001	479,522	1,774,563	9,195,538													
1883	1,737,724	341,645	365,087	276,476	416,668	890,967	484,878	1,160,439	245,988	311,887	247,489	415,322	1,583,985	8,478,605													
1884	1,568,743	335,768	377,448	135,653	323,502	673,774	442,398	1,005,852	224,016	386,712	182,970	303,720	1,405,132	7,365,688													
1885	1,822,245	324,548	376,611	170,420	348,822	692,205	435,324	1,142,422	332,793	338,816	223,819	261,801	1,553,267	8,023,093													

# STATISTICS OF FREIGHT BUSINESS—SIXTEEN YEARS, 1870 to 1885, INCLUSIVE.

Year.	EAST-BOUND.					WEST-BOUND.					TOTAL, EAST AND WEST.					Miscellaneous Earnings for Switching, Storage, &c.	TOTAL EARNINGS Including Miscel- laneous.	Percent- age of Freight Move- ments.		Miles
	Tons.	Earnings.	Tons Carried one Mile.	Rate per Ton per Mile.	Cts.	Tons.	Earnings.	Tons Carried one Mile.	Rate per Ton per Mile.	Cts.	Tons.	Earnings.	Tons Carried one Mile.	Rate per Ton per Mile.	Cts.			Eastward.	Westward.	
1870	2,038,753	\$ 5,586,697	412,067,965	1.356	1.882	941,972	\$5,047,775	161,967,606	1.882	1.504	2,978,725	\$ 8,634,472	574,035,571	1.504	\$ 111,651	\$ 8,746,126	71.8	28.2	192.7	
1871	2,564,708	7,143,075	526,397,486	1.357	1.478	1,219,817	3,062,784	207,273,210	1.478	1.391	3,784,525	10,205,859	733,670,696	1.391	135,359	10,341,218	71.7	28.3	193.9	
1872	2,397,556	8,488,927	667,369,119	1.272	1.638	1,445,596	4,217,956	257,475,021	1.638	1.374	4,443,092	12,706,883	924,844,140	1.374	117,579	12,824,862	72.2	27.8	208.2	
1873	3,447,790	9,994,546	770,423,785	1.297	1.437	1,728,871	4,074,856	283,503,404	1.437	1.335	5,176,661	14,069,402	1,053,927,189	1.335	122,997	14,192,399	73.1	26.9	203.6	
1874	3,715,071	8,273,159	753,693,140	1.098	1.492	1,506,196	3,518,453	245,708,941	1.492	1.180	5,221,267	11,791,612	999,342,081	1.180	126,738	11,918,350	75.4	24.6	191.4	
1875	3,381,876	6,466,969	677,979,702	0.954	1.155	1,640,614	3,063,069	265,256,459	1.155	0.817	5,022,490	9,530,038	943,236,161	0.817	109,000	9,639,038	71.9	28.1	187.8	
1876	3,867,031	6,421,447	827,020,640	0.776	0.926	1,708,136	2,841,276	306,814,188	0.926	0.864	5,635,167	9,262,723	1,133,834,828	0.864	142,906	9,405,628	72.9	27.1	201.2	
1877	3,718,449	6,175,884	747,274,720	0.826	0.917	1,794,049	3,152,365	332,730,841	0.917	0.864	5,513,398	9,828,249	1,080,005,561	0.864	148,359	9,476,608	69.2	30.8	195.9	
1878	4,228,390	6,633,696	995,021,834	0.672	0.913	1,870,055	3,152,463	345,445,992	0.913	0.734	6,008,445	9,836,159	1,310,467,826	0.734	212,793	10,048,952	74.2	25.8	219.8	
1879	4,943,252	7,144,042	1,197,135,107	0.597	0.741	2,598,042	3,976,184	536,288,333	0.741	0.642	7,541,294	11,120,226	1,733,423,440	0.642	168,035	11,283,261	69.1	30.9	229.9	
1880	5,077,371	8,813,335	1,170,292,211	0.747	0.756	3,272,965	5,077,228	671,873,807	0.756	0.617	8,350,336	13,896,563	1,851,166,018	0.617	186,731	14,077,294	60.8	39.2	221.7	
1881	5,133,657	6,851,182	1,157,415,231	0.592	0.651	4,030,851	5,624,516	864,360,237	0.651	0.628	9,164,508	12,475,698	2,021,775,468	0.628	184,289	12,659,987	57.2	42.8	220.6	
1882	4,892,118	6,554,829	1,020,258,772	0.612	0.610	4,303,420	5,324,970	872,000,452	0.610	0.718	9,195,538	11,870,799	1,892,868,224	0.718	142,778	12,022,577	53.9	46.1	205.8	
1883	4,587,209	7,018,156	954,645,205	0.735	0.718	3,801,396	5,276,523	734,367,210	0.718	0.694	8,478,603	12,291,679	1,680,512,415	0.694	185,415	12,480,094	56.5	43.5	199.3	
1884	4,006,220	5,181,770	832,004,913	0.623	0.694	3,359,468	4,017,940	578,540,761	0.694	0.589	7,365,688	9,202,710	1,410,545,674	0.589	156,106	9,358,816	59.0	41.0	191.5	
1885	4,341,610	5,042,751	954,301,180	0.528	0.589	3,681,483	3,816,270	618,265,855	0.589	0.553	8,023,093	8,859,021	1,602,537,035	0.553	172,396	9,031,417	59.5	40.5	199.7	

# **FREIGHT FORWARDED AND RECEIVED AT EACH STATION,**

FOR THE YEAR ENDING DECEMBER 31, 1885.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
<b>MAIN LINE.</b>				
EAST BUFFALO.....	669,038	\$ 877,428	2,135,228	\$2,805,398
BUFFALO.....	287,932	327,085	292,470	365,310
Total, East Buffalo and Buffalo ..	956,970	1,204,513	2,427,698	3,170,708
West Hamburg.....	55	113	494	379
Lake View.....	72	127	509	482
Derby.....	160	176	484	460
Angola.....	1,622	1,911	3,324	3,616
Farnham.....	1,937	3,055	826	900
Irving.....	2,576	2,210	225	304
Silver Creek.....	2,152	3,591	4,959	5,361
DUNKIRK.....	111,950	56,724	55,965	56,051
Brocton.....	3,000	6,150	3,932	6,059
Westfield.....	1,884	3,788	5,490	6,746
Ripley.....	887	1,568	1,126	1,710
State Line.....	944	1,159	610	931
North East.....	3,627	5,733	6,868	8,980
Moorhead.....	1,178	876	1,022	1,042
Harbor Creek.....	568	640	384	406
ERIE.....	321,993	363,710	438,335	420,064
Swanville.....	258	209	101	134
Fairview.....	2,270	2,527	1,636	2,278
Girard.....	7,132	6,566	6,593	7,979
Springfield.....	729	667	145	316
Conneaut.....	3,307	5,756	6,635	7,821
Amboy.....	450	275		
Kingsville.....	4,792	4,943	1,302	1,770
Ashtabula.....	10,053	14,346	170,808	43,679
Saybrook.....	40	99	145	182
Geneva.....	2,912	5,590	8,316	9,495
Unionville.....	518	768	721	969
Madison.....	2,104	3,473	3,053	3,973
Perry.....	2,479	3,023	1,257	1,490
Painesville.....	5,770	11,323	21,382	22,931
Mentor.....	569	780	1,382	1,531
Willoughby.....	1,541	2,318	5,519	5,778
Wickliffe.....	231	219	207	276
Nottingham.....	474	813	1,823	1,305
Collinwood.....	293	421	30,631	9,255
Fair Grounds.....	452	1,105	4,969	3,547
CLEVELAND.....	1,528,674	1,555,043	822,140	775,971
Rockport.....			343	418
Berea.....	21,207	28,353	9,890	10,392
Olmsted Falls.....	636	1,190	2,201	1,713
Shawville.....	318	583	1,247	1,012
ELYRIA.....	180,226	108,762	29,029	34,068
Oberlin.....	17,941	20,497	16,684	15,539
Kipton.....	1,320	1,959	1,518	1,875
Wakeman.....	4,172	5,529	1,693	2,593
Collins.....	1,918	2,822	1,035	1,336
Norwalk.....	8,117	12,964	20,149	21,223
Monroeville.....	4,395	6,027	3,785	4,477
Bellevue.....	15,575	19,411	18,181	20,853



## FREIGHT FORWARDED AND RECEIVED—Continued.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
Clyde .....	57,143	\$ 23,142	10,727	\$ 11,622
Fremont .....	25,442	25,274	16,477	17,361
Lindsey .....	3,510	4,280	545	872
Elmore .....	11,227	9,450	9,603	10,308
Genoa .....	10,779	11,876	3,609	3,637
Millbury .....	1,769	1,761	294	408
North Amherst .....	37,211	40,142	7,763	5,206
Brownhelm .....	4,021	5,373	1,179	1,539
Vermillion .....	2,168	2,757	3,231	3,221
Ceylon .....	7,211	7,273	1,654	2,206
Huron .....	6,188	6,984	4,709	4,500
SANDUSKY .....	448,429	379,159	156,441	143,300
Venice .....	284	335	304	341
Danbury .....	29	66	113	321
Gypsum .....	4,945	4,798	2,134	1,538
Port Clinton .....	3,968	5,498	6,415	6,795
La Carne .....	559	626	368	401
Oak Harbor .....	3,419	3,933	1,338	2,471
Rocky Ridge .....	7,107	7,616	672	944
Graytown .....	8,499	8,488	921	1,071
Martin .....	4,983	5,507	652	776
TOLEDO .....	722,883	614,561	594,009	447,865
Sylvania .....	2,104	1,423	680	704
Ottawa Lake .....	1,586	1,340	198	349
Riga .....	1,876	1,870	276	485
Blissfield .....	3,206	4,709	2,349	4,293
Grosvenor .....	10,468	14,657	5,108	7,129
Palmyra .....	575	869	147	217
Lenawee Junction .....	353	359	64	88
ADRIAN .....	14,310	26,495	31,923	38,405
Clayton .....	2,028	3,853	1,019	2,077
Hudson .....	8,554	19,262	6,176	11,690
Pittsford .....	2,660	4,389	1,117	2,068
Osseo .....	1,139	2,728	657	1,180
Hillsdale .....	22,287	34,983	33,002	36,209
Jonesville .....	7,185	11,783	5,651	9,139
Allen .....	2,911	5,457	815	1,643
Quincy .....	5,889	12,285	4,687	8,533
Coldwater .....	17,019	41,403	21,064	31,367
Batavia .....	620	969	141	284
Bronson .....	6,394	10,658	4,167	7,568
Burr Oak .....	4,988	9,140	1,721	3,049
Sturgis .....	22,313	25,740	6,325	11,956
Klinger Lake .....	1,904	3,273	210	439
White Pigeon .....	4,514	9,873	3,108	5,720
Vistula .....	1,239	2,247	777	2,096
Bristol .....	853	1,477	1,428	2,820
ELKHART .....	18,225	30,636	37,505	51,002
Holland .....	4,742	2,976	274	254
Swanton .....	2,594	3,606	1,844	2,482
Delta .....	2,859	5,094	2,251	3,660
Wauseon .....	10,812	14,183	8,593	10,344
Pettisville .....	595	1,183	486	877
Archbald .....	4,694	7,830	2,493	4,250

## FREIGHT FORWARDED AND RECEIVED—Continued.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
Stryker .....	4,892	\$ 7,040	2,690	\$ 5,244
Bryan .....	6,772	16,794	7,878	14,065
Melbern .....	1,055	2,958	207	471
Edgerton .....	5,072	9,576	1,532	3,261
Butler .....	7,352	15,122	3,992	6,944
Waterloo .....	4,544	9,748	3,167	5,427
Corunna .....	4,146	6,546	432	1,024
Kendallville .....	19,891	32,518	7,504	12,785
Brimfield .....	1,877	3,641	220	541
Wawaka .....	2,269	3,475	312	680
Ligonier .....	14,446	31,744	5,703	11,158
Millersburg .....	964	1,736	345	826
GOSHEN .....	45,711	70,329	25,602	36,979
Osceola .....	223	236	67	133
Mishawaka .....	5,072	11,508	8,370	10,212
SOUTH BEND .....	32,150	48,555	61,413	77,193
Warren .....	599	600	21	56
Terre Coupee .....	3,807	3,997	41	85
Carlisle .....	5,503	6,869	1,631	3,026
Rolling Prairie .....	5,224	4,077	401	823
LA PORTE .....	55,415	55,399	15,311	25,983
Durham .....	2,493	3,451	47	118
Otis .....	9,393	8,268	8,866	11,859
Burdick .....	2,845	2,688	72	136
Morrison .....	108	97		
Chesterton .....	14,005	11,913	8,664	11,459
Millers .....	29,846	11,190	535	1,021
Whiting .....	16,193	6,088	185	241
Colehour .....	7,113	2,852	202	286
South Chicago .....	15,739	8,284	73,533	92,996
Grand Crossing .....	4,235	3,805	20,655	13,630
ENGLEWOOD .....	283	603	385,418	751,680
CHICAGO .....	929,244	1,959,484	479,376	796,292
<b>FRANKLIN BRANCH.</b>				
Oil City .....	40,503	29,717	12,514	14,607
Reno .....			406	256
Run .....	482	377	239	147
Franklin .....	45,646	62,397	40,844	28,172
Summit .....	98	141		
Polk .....	912	1,262	499	891
Raymilton .....	13,759	11,501	835	1,412
Sandy Lake .....	2,387	3,986	1,923	3,380
Stoneboro .....	134,012	40,579	32,922	18,754
Clark .....	1,179	1,235	271	525
Hadley .....	1,297	1,670	799	1,199
Salem .....	835	1,000	62	37
Amasa .....	576	555	164	110
Jamestown .....	2,753	3,599	4,281	4,624
Simon .....	559	818	184	212
Andover .....	3,887	3,053	4,150	5,741
Leon .....	2,424	2,805	356	766
Dorset .....	1,133	1,416	290	488
Jefferson .....	2,824	4,363	5,006	7,203

## FREIGHT FORWARDED AND RECEIVED—Continued.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
Plymouth .....	213	\$ 249	69	\$ 96
Ashtabula Harbor .....	269,941	137,621	275,258	93,384
<b>YOUNGSTOWN BRANCH.</b>				
YOUNGSTOWN .....	587,469	304,788	308,032	176,648
Coalburg .....	30,961	22,059	35,673	12,380
Brookfield .....			123	100
Tyrrell Hill .....	128	206	861	1,061
Fowler .....	218	384	179	234
Kinsman .....	2,137	3,770	3,410	5,393
Williamsfield .....	1,487	2,562	1,139	1,951
<b>DETROIT BRANCH.</b>				
DETROIT .....	74,828	105,397	318,218	249,522
GRAND TRUNK JUNC .....	99,885	63,789	93,733	75,473
Ecorces .....	2,410	1,529	113	123
Wyandotte .....	9,295	6,612	15,388	8,564
Trenton .....	20,723	8,912	3,516	2,892
Rockwood .....	2,998	3,551	1,210	1,064
Newport .....	1,535	1,437	334	531
MONROE .....	186,408	96,642	135,600	72,824
Vienna .....	242	198	202	219
West Toledo .....	710	1,312	4,456	4,091
Wagon Works .....	2,332	3,990	44,256	21,750
<b>MONROE BRANCH.</b>				
Strasburg .....	475	879		
Ida .....	1,014	1,167	368	640
Petersburg .....	2,541	2,753	690	1,316
Deerfield .....	3,396	3,826	760	1,231
Corbus .....	4,228	3,724	1,067	1,298
Sissons .....	168	133	20	14
<b>JACKSON BRANCH.</b>				
Tecumseh .....	5,882	9,501	11,344	12,525
Clinton .....	3,099	5,982	4,271	5,700
Manchester .....	6,535	12,419	4,518	7,037
Norvell .....	324	442	512	761
Napoleon .....	1,749	3,713	884	1,316
JACKSON .....	30,130	39,131	56,669	73,258
<b>YPSILANTI BRANCH.</b>				
Ypsilanti .....	6,052	8,694	16,531	17,249
Pittsfield Junc. ....	358	307	284	460
Saline .....	4,561	7,202	3,004	4,509
Bridgewater .....	712	990	179	321
Watkins .....	254	485	76	70
Brooklyn .....	2,592	5,245	2,975	5,007
Woodstock .....	681	835	286	403
Somerset .....	1,162	1,926	281	540
Somerset Centre .....	879	1,589	515	891
Jerome .....	1,764	2,888	341	685
North Adams .....	2,363	4,449	1,812	3,130
<b>FORT WAYNE BRANCH.</b>				
Horton .....	1,448	1,887	1,375	1,713
Hanover .....	989	2,255	1,052	1,636

## FREIGHT FORWARDED AND RECEIVED—Concluded.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
Stony Point .....	10,369	\$ 7,412	234	\$ 236
Mosherville .....	1,278	1,934	436	668
Bankers .....	772	1,376	441	691
Reading .....	5,225	9,366	2,832	5,285
Montgomery .....	2,368	4,046	283	785
Ray .....	1,139	2,277	357	714
Fremont .....	4,751	10,127	1,739	3,723
Angola .....	7,916	15,274	4,022	8,076
Pleasant Lake .....	4,364	7,466	1,320	2,842
Summit .....	1,437	2,476	259	554
Auburn .....	2,409	3,428	2,561	4,167
Auburn Junction .....	5,234	4,467	3,346	4,104
St. Johns .....	234	177		
New Era .....	433	569	41	63
Huntertown .....	440	234		
FORT WAYNE .....	55,038	63,355	89,598	89,755
<b>LANSING BRANCH.</b>				
Litchfield .....	6,689	6,975	4,069	5,295
Homer .....	799	2,053	1,587	2,766
Condit .....	64	86	1	5
Albion .....	6,495	12,624	13,080	15,304
Devereux .....	920	1,164	398	503
Springport .....	4,545	6,843	1,888	3,534
Charlesworth .....	1,043	1,105	189	367
Eaton Rapids .....	4,472	10,423	5,733	7,638
Kingsland .....	1,434	1,102		
Dimondale .....	2,437	3,731	808	1,079
LANSING .....	55,972	75,811	28,294	38,927
<b>KALAMAZOO DIVISION.</b>				
Constantine .....	7,957	14,450	10,238	13,760
Florence .....	123	41	78	117
Three Rivers .....	8,049	13,269	12,288	15,216
Moorepark .....	2,143	3,523	436	880
Flowerfield .....	2,764	2,687	154	216
Schoolcraft .....	5,550	8,087	3,833	5,336
Portage .....	35	23	83	43
KALAMAZOO .....	15,515	33,831	37,767	47,442
Cooper .....	124	63	24	29
Argenta .....	381	630	51	87
Plainwell .....	4,700	7,761	4,094	5,933
Otsego .....	3,905	7,013	2,553	3,999
Abronia .....	881	704	20	27
Allegan .....	30,090	35,164	6,959	14,859
Hopkins .....	6,357	7,830	709	1,586
Hilliard .....	3,277	3,073	139	286
Dorr .....	4,478	5,039	633	1,339
Byron Centre .....	3,741	3,730	682	994
Eagle Mills .....	8,660	7,420		
GRAND RAPIDS .....	29,345	59,725	40,330	65,165
TOTALS, .....	8,023,093	\$8,859,021	8,023,093	\$8,859,021
Add—Switching, Storage, Elevating, &c. ....				172,396
TOTAL REVENUE .....				\$9,031,417

# DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION, For the Year Ending December 31, 1885.

STATIONS.	Coal and Coke.	Stone, Sand, and Lime.	Petro- leum.	Pig Bloom and Railroad Iron.	Other Iron and Castings	Lumber and Forest Products	Animals	Grain.	Agricult'l Products (except Grain.)	Flour.	Provis- ions.	Manu- factures.	Mer- chandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<b>MAIN LINE.</b>														
EAST BUFFALO....	124,727	44,850	159	20,505	70,792	3,651	3,269	2,532	38,411	1,867	16,410	76,865	284,970	669,088
BUFFALO.....	165,543	7,378	21,750	7,293	10,689	2,046	367	587	4,504	719	991	4,089	61,936	287,932
Total E. Buf. & Buf. West Hamburgh....	290,270	52,228	21,909	27,798	81,481	5,697	3,666	3,069	43,005	2,586	17,401	80,954	326,906	956,970
Lake View.....					10	17	20			20		15	16	55
Derby.....						30		29	69				20	72
Angola, N. Y.....						208	23	58	924	45			32	160
Farnham.....					11	10	10	103	632		151		202	1,022
Irving.....						197		5	2,329		7		1,175	1,937
Silver Creek.....					26	176	86	97	787		12		1,373	2,576
DUNKIRK.....		32	77,541		1,012	22,643	946	69	709	55	16	887	127	2,152
Brocton.....	101					98	210	15	1,771		1,615	1,793	5,434	111,950
Westfield.....	84				55		383	48	690		492	146	234	3,000
Ripley.....						56	221	199	201		30	113	537	1,884
State Line.....						376	97	238	35	47	5		120	944
North East.....		15			37	649	285	920	322	215	156	286	792	3,627
Moorhead.....					111			492	35	73			467	1,178
Harbor Creek.....						17	649	1,198	7				21	568
ERIE.....	165,010	8,412	1,994	15,587	10,224	9,012		193	6,021	1,342	4,758	20,173	77,013	321,993
Swanville.....						50		154					15	58
Fairview.....						187	301	1,504	92		7	17	162	2,976
Girard.....	79	41		3,985	173	278	803	707	304		10	466	286	7,132
Springfield.....						529	12	95					41	729
Conneaut.....					8	588	191	277	361		31	582	1,259	3,307
Amboy.....		450												450
Kingsville.....		*				618	10	210	454	24	47	86	200	4,792
Ashtabula.....		3,134	14	82	744	1,177	132	28	244	311	215	745	1,459	10,053
Saybrook.....	4,616	286				5	5		10				25	40
Geneva.....					154	15	234	210	362	118	35	1,223	561	2,912
Unionville.....							90	20	130				390	518
Madison.....		48				84	98	40	1,109			433	155	2,104
Painesville.....						31	151	91	1,701	12	34		155	2,040
Mentor.....		114			516	417	204	30	1,084	285	10		455	2,479
Willoughby.....						142		137		26	996	656	1,378	5,770
Wickliffe.....					71	37	33	289	192		105	86	112	569
Nottingham.....					11	174			165				755	1,541
Collinwood.....									440				24	231
Fair Grounds.....	150,614	25,310					10		24				34	474
CLEVELAND.....	211	17,223	197,272	31,699	120,892	101,354	134,455	230,846	81,336	118,215	56,574	42,984	217,123	1,528,674
Berea.....				280	208	827	61		90	59	24	674	1,550	21,207

\*Sand and Gravel.

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS	Coal and Coke.	Stone, Sand and Lime.	Petro- leum.	Pig. Bloom and Railroad Iron.	Other Iron and Castings	Lumber and other Forest Products	Animals	Grain.	Agricult'l Products (except Grain.)	Flour.	Provis- ions.	Manu- factures.	Mer- chandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Olmsted Falls.....		450					72	33	12	67		103	71	636
Shawville.....						1,021	624	911	80			28	38	318
ELYRIA.....	161,182	4,875	17	601	6,693	384	271	31	434	108	55	994	2,711	180,226
Oberlin.....		16,171			46	10	260	739	182	135		15	588	17,941
Kipton.....						310	436	742	692		47		88	1,320
Wakeman.....		1,563				27	100	637	172			50	305	4,172
Collins.....	60				28	14	626	1,661	176	1,477		484	71	1,918
Norwalk.....	123				221	290	696	2,031	428			88	2,680	8,117
Bellevue.....					24	55	54	5,478	592	883	68	8	701	4,395
Clyde.....					32	255	782	3,558	1,247	5,351	32	563	3,232	15,575
Fremont.....	42,797			3,148	121	893	985	9,921	1,233	899	46	1,590	2,053	57,143
Lindsey.....		8,182			163	4,116	551	1,467	291	26	75		874	25,442
Elmore.....		168			26	1,060	276	1,991	162	4,731	43	84	100	3,510
Genoa.....		6,601			13	1,527	164	393	477	696	18	298	2,679	11,227
Millbury.....					21	1,565	123	93	143				592	10,779
North Amherst.....		36,243				13		474	45				39	1,769
Brownhelm.....		2,590			20	803	133	46	111	767			248	37,211
Vermillion.....		58				583	140	84	253				116	4,021
Ceylon.....		4,719			23	670	55	671	890		9		268	2,168
Huron.....	52	1,597				24,209	26,543	224,001	22,505	16,990	1,296		177	7,211
SANDUSKY.....	31,593	19,875	3,033		7,868	13		200	6		8,302		145	6,184
Venice.....		25											36	448,429
Danbury.....					41	101		30	183		7		22	29
Gypsum.....						438	299	93	179		26		4,554	4,954
Port Clinton.....		210				236	75	198	179	1,245	612		902	3,968
La Carne.....						2	96	473	24		8		18	559
Oak Harbor.....		16			12	2,117	10		70	8			332	3,419
Rocky Ridge.....		2,904			9	4,038	50	17			295		109	7,107
Graytown.....						7,103		70					1,276	8,499
Martin.....					18	1,470							534	4,983
Tolono.....	336,049	2,761			9,163	47,020	14,596	118,768	25,061	25,631	13,522	8,976	106,642	722,883
Sylvania.....		2,588	1,142	13,785		860		81	41	36			77	2,104
Ottawa Lake.....		1,099			31	1,250		51	100			25	18	1,586
Riga.....						1,212		411	152		12		89	1,876
Blissfield.....						90	227	1,920	562			40	269	3,206
Grosvenor.....					17	1,665	2,407	3,153	1,840	105	696	31	545	10,468
Palmyra.....						143	18	11	227				176	575
Lenawee Junction.....						336		15					2	353
ADRIAN.....	81	152	1,877		48	944	686	2,160	688	2,562	1,103	487	3,562	14,310
Clayton.....						102	238	973	433				121	2,028
Hudson.....					12	442	1,941	3,826	1,170		547	836	680	8,554
Pittsford.....					5	78		1,665	255		91	10	86	2,660
Osseo.....						589		1,665	122		12	5	387	1,130
Hillsdale.....			37		69	188	354	267	1,173	9,466	265	431	9,557	22,237

\* Sand.

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	Coal and Coke.	Stone, Sand and Lime.	Petroleum.	Pig, Bloom and Railroad Iron.	Other Iron and Castings.	Lumber and other Forest Products.	Animals.	Grain.	Agricultural Products (except Grain.)	Flour.	Provisions.	Manufactures.	Merchandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Jonesville.....	.....	3,037	35	.....	43	41	700	878	336	775	117	287	956	7,185
Allen.....	.....	681	.....	.....	.....	1,164	312	838	706	.....	70	11	243	2,911
Quincy.....	.....	.....	13	.....	40	514	1,251	1,410	1,127	.....	80	212	645	5,889
Coldwater.....	.....	.....	.....	.....	.....	474	1,443	1,415	463	8,836	733	830	3,730	17,019
Betavia.....	.....	.....	.....	.....	.....	474	12	16	.....	.....	.....	.....	31	630
Bronson.....	.....	.....	.....	.....	42	1,981	796	2,788	276	27	195	.....	289	6,394
Burr Oak.....	.....	.....	.....	.....	.....	131	838	2,437	1,298	.....	114	7	163	4,988
Stungs.....	.....	.....	.....	482	65	13,797	781	4,813	1,409	.....	116	331	1,019	22,313
Klinger Lake.....	.....	.....	.....	.....	.....	12	276	471	1,117	.....	.....	.....	28	1,404
White Pigeon.....	.....	.....	.....	.....	.....	.....	769	1,079	1,983	337	80	.....	237	4,514
Visula.....	.....	.....	.....	.....	.....	68	480	1,40	103	441	14	11	95	1,239
Bristol.....	.....	.....	.....	.....	10	859	266	385	34	5,915	28	293	9,430	18,225
ERHART.....	67	.....	.....	.....	.....	35	1,102	91	46	.....	.....	.....	108	4,742
Holland.....	.....	4,533	.....	.....	.....	381	55	1,318	286	31	365	.....	142	4,742
Swanton.....	.....	32	.....	.....	21	341	408	788	234	234	.....	73	353	2,859
Delta.....	.....	.....	.....	.....	34	.....	1,580	1,084	433	4,582	709	66	2,287	10,812
Watson.....	.....	.....	.....	.....	.....	21	70	.....	426	.....	23	.....	55	585
Pettusville.....	.....	.....	.....	.....	36	1,155	740	712	321	915	109	33	653	4,691
Archbald.....	.....	.....	.....	.....	.....	.....	769	2,410	143	.....	218	362	363	4,892
Stryker.....	.....	.....	.....	.....	31	671	1,791	1,504	408	78	615	536	1,217	6,772
Bryan.....	.....	11	.....	.....	.....	102	688	.....	200	.....	18	.....	47	1,055
Melbern.....	.....	.....	.....	.....	15	526	554	2,742	554	10	87	407	177	5,072
Edgerton.....	.....	.....	.....	.....	28	732	2,450	3,115	184	191	190	55	309	7,352
Butler.....	.....	38	.....	.....	.....	841	493	1,961	330	82	411	227	472	4,544
Waterloo.....	.....	17	.....	.....	7	.....	632	2,717	298	.....	26	.....	56	4,146
Corunna.....	.....	.....	23	.....	314	8,793	2,475	5,622	452	7	272	629	1,295	19,891
Kendallville.....	.....	9	.....	.....	.....	480	478	846	.....	.....	.....	23	50	1,877
Brimfield.....	.....	.....	.....	.....	.....	1,042	19	1,160	306	9	392	7	41	2,269
Wawaka.....	.....	.....	.....	.....	44	585	2,128	10,224	29	253	.....	.....	495	14,446
Ligonier.....	.....	.....	.....	.....	.....	302	159	436	703	5,041	1,071	2,680	38	961
Millersburg.....	624	13	.....	.....	267	15,057	1,890	14,137	26	.....	.....	.....	8	223
Goshen.....	.....	.....	.....	.....	43	131	151	26	68	548	.....	3,248	680	5,072
Oceola.....	.....	.....	.....	.....	502	2,529	627	1,214	80	6,082	71	12,575	6,751	32,150
South Bend.....	832	34	747	56	.....	.....	27	.....	12	.....	.....	.....	599	7
Warren.....	.....	.....	.....	.....	.....	2,550	553	.....	.....	.....	.....	.....	26	3,807
Terre Coupee.....	.....	.....	.....	.....	53	2,487	644	1,231	26	12	24	272	116	3,807
Carlisle.....	.....	.....	.....	.....	.....	2,487	334	1,584	13	.....	.....	.....	69	5,503
Rolling Prairie.....	.....	.....	.....	.....	.....	12,585	1,818	2,627	6,822	1,411	25	2,383	24,895	5,924
LA PORTE.....	53	62	15	2,978	262	.....	569	2,116	.....	.....	.....	.....	5	55,415
Durham.....	.....	.....	.....	.....	.....	.....	386	1,919	1,125	29	6	299	.....	2,493
Otis.....	2,843	136	.....	20	16	2,577	.....	1,481	.....	.....	.....	.....	525	9,393
Burdick.....	.....	.....	.....	.....	.....	2,232	.....	430	.....	.....	.....	.....	183	2,845
Morrison.....	.....	.....	.....	.....	.....	108	.....	.....	.....	.....	.....	.....	.....	.....
Chesterton.....	.....	* 218	.....	.....	10	120	142	616	49	.....	46	161	12,643	14,006

\* Sand.

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	Coal and Coke.	Stone, Sand and Lime.	Petro- leum.	Pig. Bloom and Railroad Iron.	Other Iron and Castings	Lumber and other Forest Products	Animals	Grain.	Agricult'l Products (except Grain).	Flour.	Provis- ions.	Manu- factures.	Mer- chandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Millers.....	23,945	18	25,501	19,427	63,961	4,987	250	4,074	12,114	1,781	1,917	13,967	16,323	74,828
Whiting.....	+ 16,186	30	43,702	16,806	52	187	50	2,479	11,880	1,048	113	1,386	19,315	99,885
Coleport.....	+ 7,089	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
South Chicago.....	540	16	10	2,048	561	244	16	30	6	70	516	123	10,467	15,739
Grand Crossing.....	160	10	10	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Englewood.....	1,400	1,055	1,826	847	14,475	9,186	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
CHICAGO.....	1,400	1,055	1,826	847	14,475	9,186	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
FRANKLIN BRANCH.														
Oil City.....	10,093	18	25,501	19,427	63,961	4,987	250	4,074	12,114	1,781	1,917	13,967	16,323	74,828
Run.....	144	30	43,702	16,806	52	187	50	2,479	11,880	1,048	113	1,386	19,315	99,885
Franklin.....	30	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Summit.....	7,602	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Polk.....	126,401	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Baymillon.....	7,602	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Sandy Lake.....	126,401	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Stoneboro.....	126,401	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Clark.....	126,401	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Hadley.....	126,401	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Salem.....	126,401	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Amasa.....	126,401	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Jamesstown.....	126,401	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Simon.....	126,401	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Andover.....	126,401	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Leon.....	126,401	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Dorset.....	126,401	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Jefferson.....	126,401	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Plymouth.....	126,401	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Ashabua Harbor.....	1,640	585	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
YOUNGSTOWN BRANCH														
YOUNGSTOWN.....	469,246	19,180	25,501	19,427	63,961	4,987	250	4,074	12,114	1,781	1,917	13,967	16,323	74,828
Coalburg.....	13,802	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Tyrell Hill.....	13,802	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Fowler.....	13,802	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Kinsman.....	13,802	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
Williamsfield.....	13,802	10	1,826	72	1,232	5	189,550	310,941	35,648	68,124	94,362	6,944	185,886	929,244
DETROIT BRANCH.														
DETROIT.....	310	1,194	411	4,662	9,847	8,389	250	4,074	12,114	1,781	1,917	13,967	16,323	74,828
GR. TRUNK JUNC'N.....	2,132	1,499	411	511	2,435	56,616	50	2,479	11,880	1,048	113	1,386	19,315	99,885
Ecotres.....	2,132	1,499	411	511	2,435	56,616	50	2,479	11,880	1,048	113	1,386	19,315	99,885
Wyandotte.....	2,132	1,499	411	511	2,435	56,616	50	2,479	11,880	1,048	113	1,386	19,315	99,885
Trenton.....	2,132	1,499	411	511	2,435	56,616	50	2,479	11,880	1,048	113	1,386	19,315	99,885
Rockwood.....	2,132	1,499	411	511	2,435	56,616	50	2,479	11,880	1,048	113	1,386	19,315	99,885

\* Sand. † Sand and Gravel.



DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	Coal and Coke.	Stone, Sand and Lime.	Petro- leum.	Pig, Bloom, and Railroad Iron.	Other Iron and Castings	Lumber and other Forest Products	Animals	Grain.	Agricult'l Products (except Grain.)	Flour.	Provis- ions.	Manu- factures.	Mer- chandise and other Articles.	TOTAL.
Newport.....	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
MONROE.	136	228	11	927	719	129,964	36	695	56	3,024	50	20	41	1,535
Vienna.....	.....	.....	.....	.....	.....	.....	813	3,217	10,490	.....	2,336	4,766	30,247	186,408
West Toledo.....	.....	.....	.....	.....	.....	.....	10	58	180	.....	.....	65	4	242
Wagon Works.....	.....	20	.....	.....	53	136	51	.....	38	.....	44	2,044	43	710
2,332														
<b>MONROE BRANCH</b>														
Strasbourg.....	.....	.....	.....	.....	.....	158	306	476	57	6	12	20	11	475
Ida.....	.....	.....	.....	.....	.....	349	.....	.....	.....	173	.....	50	94	1,014
Petersburg.....	.....	.....	.....	.....	11	778	.....	873	190	.....	.....	78	466	2,541
Deerfield.....	.....	.....	.....	.....	.....	1,592	37	614	952	7	11	22	22	3,896
Corbus.....	.....	292	.....	.....	.....	3,127	30	223	141	5	16	30	364	4,228
Slissons.....	.....	.....	.....	.....	.....	106	.....	12	50	.....	.....	.....	.....	168
<b>JACKSON BRANCH.</b>														
Tecumseh.....	.....	.....	14	.....	180	427	699	481	224	2,120	150	598	980	5,882
Clinton.....	.....	.....	.....	.....	13	128	519	1,490	123	.....	144	83	649	3,009
Manchester.....	.....	150	.....	.....	32	44	939	4,404	279	.....	188	78	421	6,535
Norvell.....	.....	.....	.....	.....	10	21	.....	79	13	151	.....	.....	41	324
Napoleon.....	.....	.....	.....	.....	.....	.....	287	1,151	208	.....	14	.....	89	1,749
JACKSON.....	533	173	353	.....	312	5,732	257	2,480	1,376	447	190	3,752	14,525	30,130
<b>YPSILANTI BRANCH</b>														
Ypsilanti.....	.....	12	.....	.....	51	523	22	264	143	2,114	12	115	2,796	6,052
Pittsfield Junction.....	132	.....	.....	.....	.....	103	491	2,403	165	828	126	26	97	358
Saline.....	.....	.....	.....	.....	.....	154	70	552	.....	.....	37	31	363	4,561
Bridgewater.....	.....	.....	.....	.....	.....	31	27	.....	.....	.....	.....	.....	22	712
Watkins.....	.....	.....	.....	.....	.....	15	254	1,888	171	.....	83	.....	254	2,592
Brooklyn.....	.....	.....	.....	.....	.....	50	81	409	91	.....	.....	.....	181	681
Woodstock.....	.....	.....	.....	.....	.....	.....	286	783	22	.....	.....	.....	7	6
Somerset.....	.....	.....	.....	.....	.....	.....	32	603	180	.....	7	10	15	1,162
Somerset Centre.....	.....	.....	.....	.....	.....	.....	446	738	231	.....	.....	.....	47	879
Jerome.....	.....	.....	.....	.....	.....	.....	595	946	500	.....	26	43	176	1,764
North Adams.....	.....	.....	.....	.....	.....	77	.....	.....	.....	.....	.....	.....	.....	2,363
<b>FT. WAYNE BRANCH.</b>														
Horton.....	.....	.....	.....	.....	14	18	91	1,238	.....	.....	5	16	80	1,448
Hanover.....	.....	.....	.....	.....	17	81	251	303	85	.....	14	24	104	989
Stony Point.....	10,350	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	10,369
Mosherville.....	.....	.....	.....	.....	.....	15	301	433	105	371	24	8	18	1,278
Bankers.....	.....	.....	.....	.....	.....	.....	474	33	344	.....	13	203	155	772
Reading.....	.....	.....	.....	.....	22	1,374	405	1,751	632	467	76	162	267	5,225
Montgomery.....	.....	.....	.....	.....	.....	635	405	885	281	.....	66	.....	96	2,368
Ray.....	.....	.....	.....	.....	.....	36	121	765	140	.....	41	.....	36	1,139
Freemont.....	.....	.....	.....	.....	19	483	1,201	2,401	267	81	106	.....	193	4,751

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONCLUDED.

STATIONS.	Coal and Coke.	Stone, Sand and Lime.	Petro- leum.	Pig. Bloom and Railroad Iron.	Other Iron and Castings.	Lumber and other Forest Products.	Animals	Grain.	Agricult' Products (except Grain.	Flour.	Provis- ions.	Manu- factures.	Mer- chandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Angola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,916
Pleasant Lake.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,364
Summit.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	987
Auburn.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,437
Auburn Junction.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	198
St. Johns.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	363
New Britain.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,409
Newtown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,294
Fort Wayne.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	294
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	433
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	440
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55,038
LANSING BRANCH.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Litchfield.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,689
Hondt.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	799
Condit.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	64
Albion.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,698
Dereaux.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,495
Springport.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	920
Charleworth.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,545
Eaton Rapids.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,043
Kingsland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,472
Dimondale.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,434
LANSING.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,437
KALAMAZOO DIVISION.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55,972
Constantine.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,957
Florence.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	123
Three Rivers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,049
Morehead.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,143
Flowerfield.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,764
Schoolcraft.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,550
Portage.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
Kalamazoo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15,515
Coopers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	124
Ardena.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	381
Plainville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,700
Oshtemo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,905
Albion.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	881
Allegan.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30,080
Hopkins.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,357
Hillford.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,277
Dorr.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,478
Byron Centre.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,741
Eagle Mills.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,660
GRAND RAPIDS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29,345
TOTALS.....	1,822,245	324,548	376,611	170,420	348,822	692,205	435,324	1,142,422	332,793	338,816	223,819	261,801	1,553,267	8,023,093

## GENERAL SUMMARY OF PASSENGER BUSINESS,

FOR THE YEAR ENDING DECEMBER 31ST, 1885.

## MOVEMENT.

THROUGH PASSENGERS (Buffalo and Chicago)—1885.		1884.	DECREASE.
First Class.....	66,246	64,670	
Second Class.....	17,803	17,503	
Emigrant.....	1,843	9,614	
TOTAL THROUGH.....	85,892	91,787	5,895—6.42 per cent.
WAY PASSENGERS—			
First Class.....	3,366,117	3,492,294	
Second Class.....	26,045	30,408	
Emigrant.....	1,220	14,707	
TOTAL WAY.....	3,393,382	3,537,409	144,027—4.07 per cent.
TOTAL THROUGH AND WAY.....	3,479,274	3,629,196	149,922—4.13 per cent.
Number of passengers moved westward.....	1,744,192	1,833,910	89,718—4.89 per cent.
Number of passengers moved eastward.....	1,735,082	1,795,286	60,204—3.35 per cent.
TOTAL.....	3,479,274	3,629,196	149,922—4.13 per cent.

## MILEAGE.

	1885.	1884.	DECREASE.
Number of miles traveled by through passengers	46,381,680	49,564,980	3,183,300—6.42 per cent.
Number of miles traveled by way passengers.....	130,448,628	140,938,872	10,490,244—7.44 per cent.
Number of miles traveled by all passengers.....	176,830,308	190,503,852	13,673,544—7.18 per cent.
Average distance traveled by each through passenger.....		1885. 540	1884. 540
Average distance traveled by each way passenger.....		38½	40
Average distance traveled by all passengers.....		51	52½

## RATES.

	1885.	1884.
Average fare from each through passenger.....	\$8.39	\$8.84
Average fare from each way passenger.....	.86	.94
Average fare from all passengers.....	1.05	1.14
Average per mile—through passengers.....	cents 1.555	cents 1.637
Average per mile—way passengers.....	cents 2.237	cents 2.357
Average per mile—all passengers.....	cents 2.058	cents 2.170

## EARNINGS.

	1885.	1884.	DECREASE.
From through passengers.....	\$ 721,002 13	\$ 811,369 76	\$ 90,367 63—11.13 per cent.
From way passengers.....	2,918,372 93	3,322,359 41	403,986 48—12.16 per cent.
TOTAL.....	\$3,639,375 06	\$4,133,729 17	\$494,354 11—11.96 per cent.
Loss in earnings from decreased business in 1885.....		\$296,304 17	
Loss in earnings from decrease in rate per mile .112 of a cent.....		198,049 94	
			\$494,354 11—11.96 per cent.

# STATISTICS OF PASSENGER BUSINESS—SIXTEEN YEARS—1870-1885.

## Movement of Passengers.

YEAR.	THROUGH [BUFFALO AND CHICAGO].				WAY.				TOTAL THROUGH AND WAY.	WEST- WARD.	EAST- WARD.	THROUGH & [BUFFALO & CHICAGO].	WAY.	TOTAL.
	CLASS.		TOTAL.	CLASS.		TOTAL.								
	First.	Second.		Emig'nt.	First.		Second.	Emig'nt.						
1870.	61,474	8,277	73,028	1,944,089	22,859	24,854	1,992,412	2,005,440	1,072,320	993,120	\$859,371 00	\$3,336,589 27	\$4,192,960 27	
1871.	54,259	9,094	67,883	1,965,462	24,212	18,811	1,978,545	2,046,428	1,067,141	989,287	799,059 79	3,207,663 79	4,006,723 58	
1872.	62,116	10,046	80,818	2,032,525	22,369	18,210	2,123,074	2,212,754	1,143,771	1,068,983	830,214 98	3,288,328 31	4,218,543 29	
1873.	65,577	9,687	77,113	2,713,512	22,238	27,118	2,792,868	2,845,163	1,464,288	1,380,875	945,072 65	3,401,637 08	4,569,729 74	
1874.	62,873	7,808	82,295	2,901,277	20,195	10,498	3,021,966	3,096,263	1,574,656	1,521,613	847,568 99	3,401,633 38	4,219,022 37	
1875.	58,225	6,611	68,940	3,076,497	17,423	7,374	3,101,294	3,179,234	1,607,456	1,562,778	759,523 24	3,103,274 64	3,922,797 88	
1876.	79,282	8,311	88,311	3,042,754	13,189	5,639	3,081,523	3,119,425	1,579,294	1,540,629	747,821 73	2,919,326 14	3,664,147 87	
1877.	47,082	9,260	60,120	2,660,258	14,691	7,316	2,689,175	2,746,032	1,382,228	1,360,067	623,623 70	2,579,575 96	3,203,199 66	
1878.	42,977	8,814	51,121	2,662,475	16,997	10,438	2,689,175	2,746,032	1,383,712	1,398,304	581,369 30	2,475,993 43	3,037,392 73	
1879.	44,102	7,930	60,145	2,732,120	16,746	12,810	2,761,676	2,822,121	1,423,817	1,631,990	705,561 91	2,555,080 40	3,161,008 06	
1880.	54,389	10,264	64,653	3,181,128	20,366	26,692	3,225,186	3,313,485	1,880,984	1,801,022	804,572 92	3,055,446 15	3,761,008 06	
1881.	80,781	15,229	96,010	3,500,689	25,268	33,894	3,559,861	3,682,006	2,012,663	1,931,821	991,583 24	3,330,215 83	4,134,788 75	
1882.	78,403	20,167	98,590	3,927,541	36,335	28,637	3,983,563	4,118,332	2,017,535	1,977,535	1,071,583 24	3,825,602 41	4,897,185 45	
1883.	75,086	21,638	96,724	3,746,285	32,767	19,787	3,798,780	3,900,356	1,977,535	1,931,821	991,838 85	3,714,249 62	4,736,088 47	
1884.	64,670	17,503	82,173	3,492,294	30,408	14,707	3,537,409	3,629,196	1,833,910	1,795,286	811,369 76	3,322,359 41	4,133,729 17	
1885.	66,246	17,803	84,049	3,366,117	26,045	1,220	3,393,382	3,479,274	1,744,192	1,735,082	721,002 13	2,918,372 93	3,639,375 06	

## Mileage.

YEAR.	THROUGH, [BUFFALO & CHICAGO].	WAY.	TOTAL.	AY. DISTANCE TRAVELED BY EACH PASSENGER.			AY. DISTANCE TRAVELED BY EACH PASSENGER.		
				Through.		Way.	Through.		Way.
				Miles.	Miles.		Miles.	Miles.	
1870.	39,435,120	121,064,994	160,500,114	540	61	77			
1871.	36,656,820	106,547,587	143,204,407	540	54	70			
1872.	43,567,200	118,741,295	162,308,495	540	55	74			
1873.	44,438,300	131,923,873	178,363,173	540	49	63			
1874.	40,120,380	133,104,192	173,224,572	540	44	54			
1875.	37,227,600	127,723,261	164,950,861	540	41	52			
1876.	47,704,140	127,806,361	175,510,501	540	42	56			
1877.	32,464,880	105,651,818	138,116,618	540	39	50			
1878.	30,365,580	108,396,141	138,762,021	540	38	49			
1879.	32,640,300	108,522,017	141,162,317	540	39	50			
1880.	46,061,461	130,087,407	176,148,767	540	40	53			
1881.	53,963,700	141,989,515	197,953,215	540	40	53 1/2			
1882.	62,545,261	159,433,698	227,098,968	540	41	55			
1883.	59,705,640	156,009,515	215,715,155	540	40	55			
1884.	46,381,680	140,988,872	190,503,852	540	40	52 1/2			
1885.	46,381,680	130,448,623	176,830,308	540	38 1/2	51			

## Rates.

YEAR.	AVERAGE FARE FROM EACH PASSENGER.			AVERAGE PER MILE, ALL CLASSES.		
	Through.	Way.		Through.	Way.	
		All.	Cts.		All.	Cts.
1870.	\$11 72	\$1 61	\$2 03	Cts.	Cts.	Cts.
1871.	11 77	1 62	1 96	2 17	2 75	2 612
1872.	11 53	1 54	1 92	2 13	2 71	2 508
1873.	11 48	1 31	1 60	2 13	2 69	2 549
1874.	11 41	1 12½	1 37	2 04	2 55	2 452
1875.	11 41	1 02	1 24	2 04	2 48	2 378
1876.	8 46½	96	1 17½	1 57	2 28	2 080
1877.	10 87½	96	1 17	1 52	2 44	2 319
1878.	10 36	92	1 12½	1 91	2 39	2 287
1879.	9 65	83	1 11	1 79	2 35	2 223
1880.	8 27	95	1 13½	1 53	2 35	2 135
1881.	6 59	93½	1 12	1 22	2 34½	1 988
1882.	8 55	96	1 19	1 58	2 40	2 157
1883.	8 97	98½	1 21	1 66	2 40	2 196
1884.	8 84	94	1 14	1 64	2 36	2 170
1885.	8 39	86	1 05	1 56	2 24	2 058

# NUMBER OF PASSENGERS LEAVING EACH STATION, AND REVENUE DERIVED THEREFROM.

STATIONS.	NUMBER OF PASSENGERS.			REVENUE.		
	1885.	1884.	1883.	1885.	1884.	1883.
<b>MAIN LINE.</b>						
Buffalo	190,127	205,170	225,541	\$ 652,679	\$ 877,761	\$1,038,901
West Seneca	2,118	2,695	3,549	279	360	492
Bay View	264	331	657	87	111	176
Athol		27	132		5	27
West Hamburg	1,270	1,289	1,235	388	378	469
Lake View	1,322	1,783	2,025	496	556	824
Derby	3,219	3,052	2,388	870	864	878
Angola	9,107	9,539	8,566	3,467	3,614	4,081
Farnham	2,032	2,284	2,546	639	725	933
Irving	1,461	1,825	2,370	605	734	906
Silver Creek	10,456	11,036	10,217	5,033	5,278	4,942
Sheridan	593	543	755	131	127	174
Dunkirk	37,573	43,054	47,141	36,308	45,579	55,712
Morian	101	65	101	26	14	40
Brocton	8,643	8,390	9,739	8,609	9,712	6,581
Westfield	11,646	10,545	11,859	7,973	8,346	8,904
Ripley Crossing	706	1,140	1,303	152	247	246
Ripley	5,383	5,457	5,636	2,212	2,508	2,381
State Line	2,050	2,345	2,469	631	787	826
North East	21,425	21,621	20,873	9,679	10,502	11,239
Moorhead	2,383	2,744	2,737	650	670	698
Harbor Creek	4,784	4,964	5,067	1,116	1,145	1,216
Wesleyville	1,244	1,370	1,748	166	176	226
Erie	78,569	85,709	85,784	80,763	93,104	102,402
Swanville	2,845	2,843	2,775	740	639	710
Fairview	5,457	5,146	4,588	1,750	1,665	1,609
Girard	29,998	33,082	32,527	12,861	14,981	17,240
Springfield	1,130	1,285	1,380	609	820	879
Conneaut	11,015	9,291	10,840	9,177	9,450	10,666
Amboy	341	253	262	152	92	104
Kingsville	3,414	3,080	3,695	1,753	1,797	1,930
Ashtabula	41,961	40,617	46,231	33,119	37,229	42,591
Saybrook	1,206	1,028	1,315	447	331	507
Geneva	19,052	17,223	19,767	11,614	13,360	14,609
Unionville	2,850	2,331	2,659	1,023	916	1,065
Madison	8,548	7,377	7,886	4,080	3,732	4,148
Perry	5,390	4,219	3,912	1,604	1,567	1,473
Lane	958	652	824	211	168	222
Painesville	41,992	37,420	41,780	31,736	31,782	35,829
Heisley	335	253	337	135	97	143
Mentor	6,320	5,709	5,471	2,756	2,342	2,511
Reynolds	552	330	332	148	127	151
Willoughby	16,420	14,396	15,289	6,891	6,739	7,338
Wickliffe	2,407	2,072	2,628	737	618	822
Noble	1,434	1,551	1,520	326	346	393
Nottingham	8,270	8,484	8,584	1,828	1,905	2,140
Collinswood	9,974	11,059	12,318	2,434	2,618	3,099
Coit	5,340	5,162	7,487	599	511	757
Fair Grounds	8,681	5,915	12,950	1,663	1,216	2,532
Cleveland	275,874	283,998	304,847	501,099	638,617	688,181
West Cleveland	529	624	1,013	97	137	160
Rockport	1,535	1,604	1,586	376	413	412
Town Line	5	279	512	1	70	121
Berea	12,756	15,418	17,482	7,629	8,057	9,648
Olmsted Falls	4,786	5,952	6,610	2,141	2,324	2,618
Shawville	3,880	4,659	5,417	1,883	1,750	1,964
Elyria	57,420	59,326	63,227	38,822	41,100	45,962
Oberlin	30,410	32,699	33,082	22,181	23,615	25,938
Kipton	5,358	4,584	4,699	2,303	1,985	2,167
Wakeman	7,666	8,287	8,466	4,084	4,748	5,486
Collins	4,533	5,036	5,273	1,868	2,279	2,543
Norwalk	32,855	36,130	38,370	24,534	28,010	31,275
Monroeville	19,129	22,163	23,318	13,871	18,222	20,302
Bellevue	14,214	15,697	15,015	9,291	9,574	10,570
Clyde	18,550	22,897	24,968	16,539	23,080	24,125
Fremont	28,192	30,282	35,594	24,198	26,779	35,536
Lindsey	5,660	5,474	5,639	2,173	1,648	1,907
Elmore	10,940	11,157	12,208	4,595	4,408	5,455
Genoa	9,373	9,798	9,966	3,193	3,582	3,887
Millbury	6,274	6,827	7,965	1,720	2,048	2,339
East Toledo	1,545	1,963	2,145	620	701	1,027
Amherst	10,134	11,071	12,542	4,224	4,803	5,602
Brownhelm	3,823	3,797	3,559	1,037	1,109	1,121
Vermillion	11,015	11,806	11,414	5,445	5,625	5,803
Ceylon	4,643	5,234	4,588	2,541	2,169	1,877
Huron	8,341	10,049	11,073	3,796	4,396	5,188
Sandusky	38,681	41,386	41,389	38,763	37,262	40,189

## NUMBER OF PASSENGERS LEAVING EACH STATION—Continued.

STATIONS.	NUMBER OF PASSENGERS.			REVENUE.		
	1885.	1884.	1883.	1885.	1884.	1883.
Venice.....	1,078	1,363	1,325	\$ 348	\$ 423	\$ 455
Danbury.....	3,434	3,553	3,534	937	1,041	1,104
Gypsum.....	3,753	3,553	3,149	971	919	936
Port Clinton.....	15,899	16,301	17,796	7,524	7,559	8,919
La Carne.....	2,145	2,358	2,067	748	749	668
Oak Harbor.....	7,244	7,802	8,427	3,062	3,259	3,559
Rocky Ridge.....	3,613	4,538	5,531	1,225	1,604	2,031
Graytown.....	3,443	3,832	4,579	1,458	1,502	1,963
Martin.....	2,470	2,629	3,133	1,158	1,145	1,363
Toledo.....	162,424	180,706	195,533	236,998	273,109	308,893
Air Line Junction.....	2,492	2,540	2,906	1,139	1,420	1,724
Richards.....	642	658	707	208	170	243
Sylvania.....	6,802	7,544	8,009	2,405	2,749	3,139
Ottawa Lake.....	2,766	3,591	3,802	1,173	1,446	1,569
Riga.....	3,188	3,427	3,395	1,071	1,184	1,298
Blissfield.....	10,957	12,398	13,412	5,137	6,003	6,895
Grosvenor.....	8,782	9,048	11,873	3,689	3,768	6,411
Palmyra.....	1,361	65	50	420	233	24
Lenawee.....	8,285	9,915	12,206	3,738	4,280	6,143
Adrian.....	57,012	60,343	69,751	47,652	52,882	63,080
Clayton.....	6,556	6,492	8,200	3,147	3,439	3,803
Hudson.....	16,749	19,146	22,465	13,231	15,126	18,449
Pittsford.....	5,641	5,755	6,859	3,235	3,087	3,517
Osseo.....	2,909	3,445	4,092	1,375	1,568	2,052
Hillsdale.....	56,978	53,850	49,327	39,646	40,264	38,806
Jonesville.....	26,994	28,154	37,314	13,320	15,120	24,422
Allen.....	2,763	3,335	3,473	1,901	2,328	2,328
Quincy.....	10,304	11,714	12,863	7,757	8,385	8,424
Coldwater.....	25,506	31,856	33,977	27,691	31,146	35,569
Batavia.....	1,150	1,258	968	594	620	621
Bronson.....	10,120	10,608	11,207	6,571	6,867	7,410
Burr Oak.....	7,888	9,351	8,740	4,097	4,701	4,951
Sturgis.....	17,236	19,792	19,861	13,598	15,151	18,200
Klinger Lake.....	3,497	4,241	3,864	979	1,103	1,032
White Pigeon.....	19,294	21,740	22,274	13,472	15,473	17,130
Vistula.....	2,606	2,778	3,327	1,304	1,412	1,958
Bristol.....	6,311	6,903	7,199	2,097	2,442	2,678
Elkhart.....	64,588	70,541	71,658	56,951	61,811	68,690
Holland.....	3,043	2,651	2,698	931	798	839
Swanton.....	8,337	8,904	8,690	3,860	4,074	4,273
Delta.....	10,289	11,289	12,181	5,132	5,721	6,253
Wauseon.....	21,309	20,916	21,614	11,475	11,795	13,259
Pettisville.....	3,927	4,442	4,685	1,218	1,404	1,598
Archbald.....	7,379	8,768	8,314	3,941	4,546	4,396
Stryker.....	7,794	7,969	8,410	4,124	4,465	4,789
Bryan.....	18,178	19,069	19,727	13,759	15,256	17,211
Melbern.....	1,041	1,134	1,176	323	335	405
Edgerton.....	7,585	8,250	8,239	4,523	4,671	5,160
Butler.....	8,461	10,603	9,997	5,889	6,676	7,477
Waterloo.....	23,340	23,395	24,611	12,281	12,971	15,144
Sedan.....	420	472	427	114	100	82
Corunna.....	3,452	3,556	3,723	1,144	1,171	1,363
Kendallville.....	16,535	18,107	18,998	13,900	14,570	16,629
Brimfield.....	1,925	2,186	3,120	1,052	1,210	1,506
Wawaka.....	2,088	2,242	2,770	932	978	1,076
Ligonier.....	10,746	12,310	13,001	7,892	9,212	10,334
Millersburg.....	3,337	3,378	3,635	1,230	1,240	1,318
Goshen.....	28,155	31,367	29,252	18,662	21,075	21,956
Dunlap.....	913	613	832	170	115	157
Osceola.....	1,343	1,444	1,630	366	381	490
Mishawaka.....	12,357	16,670	16,417	5,025	6,400	6,376
South Bend.....	44,281	54,766	54,392	44,503	51,742	55,358
Warren.....	798	783	808	232	181	232
Terre Coupee.....	503	522	712	212	168	264
Carlisle.....	7,257	8,175	7,494	3,781	4,161	4,171
Rolling Prairie.....	3,996	4,414	4,127	1,582	1,725	1,770
La Porte.....	27,818	30,851	33,986	27,595	32,572	35,893
Durham.....	181	119	81	70	114	24
Otis.....	5,409	5,499	5,525	3,628	3,742	3,921
Burdick.....	620	736	960	253	313	427
Chesterton.....	3,744	3,550	3,514	2,784	2,554	2,454
Millers.....	989	1,063	896	648	694	569
Pine.....	127	74	98	57	25	42
Whiting.....	1,744	5,490	4,904	460	967	954
Colehour.....	9,967	12,302	14,131	1,905	2,303	2,615
100th Street.....	9,153	9,817	8,896	1,411	1,448	1,325
South Chicago.....	23,730	31,648	49,828	5,468	7,249	11,622
Grand Crossing.....	10,809	11,227	11,644	3,413	3,857	4,459

## NUMBER OF PASSENGERS LEAVING EACH STATION—Continued.

STATIONS.	NUMBER OF PASSENGERS.			REVENUE.		
	1885.	1884.	1883.	1885.	1884.	1883.
Brookline .....	792	943	430	\$ 90	\$ 118	\$ 45
Englewood .....	27,695	30,002	33,726	6,558	6,656	7,412
Chicago .....	197,524 }	203,688 }	227,686 }	657,941	701,908	851,546
Chicago (City Travel) .....	381,363 }	300,115 }	332,536 }			
FRANKLIN BRANCH.						
Oil City .....	12,400	11,977	12,996	6,270	7,038	7,788
Reno .....	869	895	1,868	109	118	216
Run .....	157	128	135	22	27	25
Franklin .....	15,618	16,318	17,962	7,321	8,468	9,558
Summit .....	178	227	284	44	65	71
Polk .....	2,019	2,438	2,942	600	694	800
Raymilton .....	3,408	3,784	4,481	1,154	1,233	1,422
Sandy Lake .....	8,142	8,438	9,585	2,622	2,747	3,164
Stoneboro .....	9,493	10,094	11,945	4,738	4,482	5,142
Clark .....	1,957	1,652	1,799	593	547	642
Hadley .....	2,655	2,445	3,215	941	948	1,258
Salem .....	404	556	625	152	156	207
Amasa .....	2,399	2,711	3,284	1,189	1,394	1,681
Jamestown .....	4,359	4,966	5,716	3,076	3,974	4,497
Turner .....	234	288	297	52	69	70
Simon .....	640	687	787	206	215	264
Andover .....	10,777	10,435	11,521	4,979	4,907	5,297
Leon .....	3,350	3,599	4,580	1,285	1,402	1,944
Dorset .....	2,755	3,326	4,514	1,027	1,334	1,661
Jefferson .....	18,413	18,237	20,648	7,638	8,018	9,307
Griggs .....	493	569	864	128	142	220
Plymouth .....	550	610	705	108	118	129
YOUNGSTOWN BRANCH.						
Youngstown .....	13,070	13,851	12,609	19,439	17,987	15,208
Thornhill .....	8	21	32	-----	4	9
Doughton .....	318	525	491	76	114	129
Coalburg .....	3,041	3,334	3,842	925	870	998
Brookfield .....	493	603	848	171	198	300
Tyrrel Hill .....	1,253	1,299	1,558	519	539	713
Fowler .....	727	1,001	1,005	424	399	425
Latimer .....	1,448	1,694	1,571	511	616	596
Kinsman .....	3,939	4,812	4,440	2,124	2,500	2,631
Dewey .....	210	463	621	43	100	130
Stanhope .....	155	159	314	37	41	85
Williamsfield .....	3,608	3,678	4,333	1,566	1,751	1,925
DETROIT BRANCH.						
Detroit .....	44,043	48,591	50,973	75,610	77,236	89,997
Grand Trunk Junction .....	2,504	3,012	3,202	1,727	2,417	2,965
Woodmere .....	270	193	-----	38	29	-----
Ecocres .....	1,921	2,222	2,181	539	629	597
Wyandotte .....	8,407	9,856	9,664	3,032	3,563	3,763
Trenton .....	6,710	7,800	7,958	2,487	3,075	3,208
Chandler .....	4,478	4,929	5,841	2,284	2,475	2,687
Rockwood .....	4,637	4,672	4,977	2,037	2,070	2,196
Newport .....	4,413	4,307	4,650	1,412	1,543	1,698
Stony Creek .....	961	967	1,113	220	220	289
Monroe .....	24,910	26,569	28,383	15,623	17,066	18,138
LaSalle .....	515	584	698	147	174	182
Vienna .....	1,806	2,098	2,050	701	796	820
Alexis .....	251	298	267	89	111	121
West Toledo .....	324	444	517	162	210	266
Wagon Works .....	9,485	22,566	25,082	2,784	4,816	2,474
MONROE BRANCH.						
Strasburg .....	743	705	692	169	153	154
Ida .....	2,589	2,785	3,161	1,177	1,169	1,387
Federman .....	1,760	2,060	2,630	677	715	1,046
Petersburg .....	5,415	5,269	6,035	2,577	2,366	2,933
Deerfield .....	5,075	5,824	6,680	2,173	2,653	2,913
Corbus .....	1,069	1,124	1,780	314	320	502
Sisson .....	789	1,077	1,284	179	234	286
Wellsville .....	450	548	602	134	142	166
JACKSON BRANCH.						
Raisin Centre .....	693	757	841	200	181	227
Sutton .....	440	391	-----	210	195	-----
Tecumseh .....	15,857	17,585	20,951	9,136	10,649	14,169
Clinton .....	7,069	8,062	8,351	3,164	3,385	4,264
River Raisin .....	307	313	381	110	122	157
Manchester .....	11,509	12,880	12,657	6,252	6,626	7,536
Norvell .....	2,338	2,567	2,687	1,024	1,027	1,163
Napoleon .....	4,919	5,211	5,724	1,971	2,136	2,392

## NUMBER OF PASSENGERS LEAVING EACH STATION—Concluded.

STATIONS.	NUMBER OF PASSENGERS.			REVENUE.		
	1885.	1884.	1883.	1885.	1884.	1883.
Eldred.....	296	249	317	\$ 87	\$ 77	\$ 92
Jackson.....	36,542	40,568	42,878	40,358	42,857	51,746
<b>YPSILANTI BRANCH.</b>						
Ypsilanti.....	4,493	5,035	5,271	3,623	3,837	3,800
Pittsfield.....	1,500	1,318	1,431	687	554	595
Saline.....	3,122	3,347	3,466	1,486	1,529	1,700
Bridgewater.....	910	954	1,035	334	333	364
Watkins.....	179	555	205	86	124	89
Brooklyn.....	2,143	2,290	2,447	1,496	1,459	1,634
Woodstock.....	465	496	771	228	218	430
Somerset.....	936	837	1,132	511	466	671
Somerset Centre.....	1,158	1,255	1,725	510	528	760
Jerome.....	2,686	2,699	3,585	950	965	1,769
North Adams.....	3,795	3,730	4,431	1,341	1,332	1,708
<b>FORT WAYNE BRANCH.</b>						
Wilson.....	313	188	159	63	43	40
Horton.....	4,113	4,855	4,247	1,351	1,582	1,464
Hanover.....	6,671	7,563	6,489	2,873	3,169	2,920
Stoney Point.....	603	435	356	236	148	136
Mosherville.....	2,014	2,250	2,103	658	797	754
Bankers.....	2,411	1,461	3,501	785	463	1,578
Reading.....	6,727	7,131	8,174	4,337	5,089	5,803
Montgomery.....	2,329	2,341	2,508	1,369	1,477	1,545
Ray.....	1,554	1,565	1,721	833	900	1,053
Fremont.....	5,279	5,455	5,781	3,415	3,412	3,613
Angola.....	10,968	11,480	12,236	8,973	9,191	9,975
Pleasant Lake.....	5,037	7,624	6,757	2,421	3,131	3,146
Summit.....	2,263	2,016	2,190	961	886	911
Auburn.....	9,074	10,584	10,341	4,631	5,388	5,592
Auburn Junction.....	4,277	4,233	4,953	3,121	3,089	3,889
St. Johns.....	313	453	543	106	112	155
New Era.....	631	702	906	256	322	410
Stoners.....	278	340	250	126	111	116
Huntertown.....	561	367	345	221	142	139
Carrolls.....	161	145	158	53	49	48
Academie.....	838	1,172	1,602	325	442	537
Fort Wayne.....	14,551	16,375	16,169	17,444	17,983	19,068
<b>LANSING BRANCH.</b>						
Litchfield.....	6,917	7,060	7,194	2,862	2,921	3,135
Homer.....	8,445	8,911	8,820	3,925	4,250	3,993
Condit.....	497	504	617	174	122	175
Albion.....	13,254	14,945	15,888	7,011	7,665	8,492
Devereux.....	1,749	1,745	1,892	494	502	617
Springport.....	5,837	6,227	6,679	2,551	3,038	3,045
Charlesworth.....	1,535	1,675	1,997	498	576	673
Eaton Rapids.....	9,688	10,669	12,483	6,842	7,476	9,118
Kingsland.....	479	560	653	186	179	220
Dimondale.....	3,090	3,417	3,586	1,250	1,479	1,648
Packard.....	111	168	235	43	43	31
South Lansing.....	6	21	49	1	2	23
Lansing.....	11,466	12,572	14,868	12,711	13,084	15,731
North Lansing.....	390	392	509	575	506	624
<b>KALAMAZOO DIVISION.</b>						
Constantine.....	10,470	12,292	10,943	4,176	4,937	4,966
Florence.....	350	338	284	96	118	66
Three Rivers.....	15,223	19,538	18,394	9,465	11,180	11,883
Moorepark.....	1,926	1,942	1,736	655	745	746
Flowerfield.....	1,636	1,463	1,353	629	589	546
Schoolcraft.....	10,058	11,031	10,865	4,976	5,873	5,989
Portage.....	2,209	1,568	1,676	452	336	435
Kalamazoo.....	33,389	37,617	33,135	26,276	28,231	28,994
Cooper.....	698	575	596	185	158	164
Argenta.....	1,447	1,347	1,567	355	378	459
Plainwell.....	8,433	8,987	10,181	3,931	4,385	5,607
Otsego.....	7,823	9,030	8,650	3,886	3,799	4,022
Abronia.....	876	1,159	1,068	310	355	475
Allegan.....	18,472	21,474	23,249	14,516	16,884	19,387
Hopkins.....	4,865	5,198	5,670	2,500	2,443	2,678
Hilliard.....	2,024	2,458	2,877	1,051	1,537	1,698
Dorr.....	3,763	4,286	4,438	2,185	2,277	2,727
Byron Centre.....	4,719	4,675	4,883	1,946	1,945	2,238
Grandville.....	397	432	529	144	179	231
Eagle Mills.....	435	366	493	50	59	113
Grand Rapids.....	22,091	21,562	23,401	25,768	28,486	33,334



# Chronological List of Directors, 1869-1886.

First election June 2, 1869 (consolidation). Annual elections thereafter first Wednesday in May.

	NAME.	FROM	TO	DATE OF DEATH.
1	HORACE F. CLARK.....	June 2, 1869	June 19, 1873	June 19, 1873
2	JAMES H. BANKER.....	June 2, 1869	May 6, 1874	Feb. 10, 1885
3	LE GRAND LOCKWOOD.....	June 2, 1869	Oct. 5, 1869	Feb. 24, 1872
4	WILLIAM WILLIAMS.....	June 2, 1869	May 5, 1875	Sept. 10, 1876
5	ELIJAH B. PHILLIPS.....	June 2, 1869	May 4, 1870	-----
6	JOHN H. DEVEREUX.....	June 2, 1869	May 4, 1870	Mar. 17, 1886
7	HENRY B. PAYNE.....	June 2, 1869	Nov. 29, 1882	-----
8	GEORGE B. ELY.....	June 2, 1869	Aug. 18, 1869	May 18, 1877
9	JEPHTHA H. WADE.....	June 2, 1869	Jan. 13, 1870	-----
	“ “ 2nd time.....	May 2, 1883	-----	-----
10	WILLIAM L. SCOTT.....	June 2, 1869	-----	-----
11	MILTON COURTRIGHT.....	June 2, 1869	May 1, 1872	April 25, 1883
12	JEROME W. WETMORE.....	June 2, 1869	Oct. 14, 1869	-----
13	ALBERT KEEP.....	June 2, 1869	May 2, 1883	-----
14	AMASA STONE.....	Aug. 18, 1869	Nov. 29, 1882	May 11, 1883
15	ALANSON ROBINSON.....	Oct. 5, 1869	May 4, 1870	May 21, 1870
16	AUGUSTUS SCHELL.....	Oct. 14, 1869	Mar. 27, 1884	Mar. 27, 1884
17	STILLMAN WITT.....	Jan. 13, 1870	April 29, 1875	April 29, 1875
18	JOHN A. TRACY.....	May 4, 1870	Feb. 27, 1875	Feb. 27, 1875
19	AZARIAH BOODY.....	May 4, 1870	May 6, 1874	Nov. 18, 1885
20	WILLIAM D. BISHOP.....	May 3, 1871	July 1, 1873	-----
21	CHARLES M. REED.....	May 1, 1872	-----	-----
22	COMMODORE C. VANDERBILT.....	July 1, 1873	Jan. 4, 1877	Jan. 4, 1877
23	WILLIAM H. VANDERBILT.....	July 1, 1873	Dec. 8, 1885	Dec. 8, 1885
24	SAMUEL F. BARGER.....	May 6, 1874	-----	-----
25	EUGENE N. ROBINSON.....	May 6, 1874	May 5, 1875	-----
26	ROBERT L. CRAWFORD.....	May 5, 1875	May 2, 1877	-----
27	JUDAH C. SPENCER.....	May 5, 1875	May 3, 1876	Sept. 1, 1885
28	J. CONDIT SMITH.....	May 5, 1875	May 3, 1876	Nov. 9, 1883
29	JOHN E. BURRILL.....	May 5, 1875	-----	-----
30	FRANCIS P. FREEMAN.....	May 3, 1876	June 19, 1879	-----
31	ANDREW D. WHITE.....	May 3, 1876	May 1, 1878	-----
32	CORNELIUS VANDERBILT.....	May 2, 1877	-----	-----
33	WILLIAM K. VANDERBILT.....	May 2, 1877	-----	-----
34	RASSELAS BROWN.....	May 1, 1878	-----	-----
35	DARIUS O. MILLS.....	June 19, 1879	-----	-----
36	JOHN NEWELL.....	April 13, 1883	-----	-----
37	EDWIN D. WORCESTER.....	April 13, 1883	-----	-----
38	FREDERICK W. VANDERBILT.....	May 7, 1884	-----	-----
39				







